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## Meeting Notes 1991-03-14

Joint Policy Advisory Committee on Transportation

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### Recommended Citation

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**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: March 14, 1991

Day: Thursday

Time: 7:15 a.m.

Place: Metro, Conference Room 440

- \* 1. MEETING REPORTS OF JANUARY 17, 1991 AND FEBRUARY 14, 1991 - APPROVAL REQUESTED.
- \* 2. OVERVIEW OF OREGON TRANSPORTATION PLAN - Dave Bishop, ODOT.
- \* 3. RESOLUTION NO. 91-1407 - ADOPTING THE FY 92 UNIFIED WORK PROGRAM - APPROVAL REQUESTED - Richard Brandman.

RESOLUTION NO. 91-1408 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS - APPROVAL REQUESTED - Richard Brandman.

\*Material enclosed.

PLEASE NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicle.

NEXT JPACT MEETING: APRIL 11, 1991 - 7:15 A.M., AT METRO

*Amended  
minutes  
(approved on  
3-14-91)*

MEETING REPORT

DATE OF MEETING: January 17, 1991

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, Metro Council; Pauline Anderson, Multnomah County; Earl Blumenauer, City of Portland; Don Adams (alt.), ODOT; Clifford Clark, Cities of Washington County; Jim Cowen, Tri-Met; Keith Ahola (alt.), WSDOT; Ron Hart, City of Vancouver; Robert Liddell, Cities of Clackamas County; Ed Lindquist, Clackamas County; Marge Schmunk, Cities in Multnomah County; Roy Rogers, Washington County; Les White (alt.), C-TRAN; and Carter MacNichol, Port of Portland

Guests: Mark Vandewater, Office of Congressman AuCoin; Steve Greenwood (new JPACT alt.), John Kowalczyk, Andy Ginsburg and Howard Harris, DEQ; Denny Moore (Public Transit), Dave Williams and Ted Spence, ODOT; G.B. Arrington, Tri-Met; Molly O'Reilly, Citizen; Margo Nousen, Office of Senator Mark Hatfield; Mary Weber, Tualatin Valley Economic Development Corporation; Paul Haines, City of Lake Oswego; Steve Dotterer and Grace Crunican, City of Portland; Susie Lahsene, Multnomah County; Bruce Warner, Washington County; Rod Sandoz, Clackamas County; Gil Mallery, Intergovernmental Resource Center; Kim Chin, C-TRAN; and Bebe Rucker, Port of Portland

Staff: Andy Cotugno, Martin Winch, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: James Mayer, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles. He cited the importance of the regional governments working together to move the Westside light rail project forward, making it a reality.

It was noted that Larry Cole and Clifford Clark's term on JPACT would expire in March and that the membership process would be

initiated through the Washington County Transportation Coordinating Committee.

MEETING REPORT

The minutes of the December 13, 1990 JPACT meeting were approved as written.

RESOLUTION NO. 91-1378 - ENDORSING WESTSIDE CORRIDOR PROJECT IMPLEMENTATION MEASURES

Andy Cotugno reviewed the Staff Report/Resolution and highlighted the bills necessary to move the Westside Corridor LRT project forward. He indicated that we are within days of gaining SDEIS approval and that the compressed timeframe for the appeals process has been agreed to, as noted in the Intergovernmental Agreement. The Full-Funding Agreement must be signed by September 30, 1991 or the 75 percent local share will be lost.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 91-1378 for endorsement of Westside Corridor project implementation measures.

It was moved and seconded to amend the motion to change the fifth WHEREAS of Resolution No. 91-1378 to read as follows:

WHEREAS, The allowable federal participation is proposed to be will likely changed to a lower maximum of 50 percent after September 30, 1991; and

The motion to amend, and the initial motion as amended, PASSED unanimously.

INTRODUCTIONS

Chair Knowles introduced Mark Vandewater from the office of Congressman AuCoin and Margo Nousen from the office of Senator Hatfield.

RESOLUTION NO. 91-1388 - ENDORSING PRINCIPLES ASSOCIATED WITH DEQ'S COMPREHENSIVE EMISSIONS FEE PROPOSAL

John Kowalczyk, Manager of Air Quality at DEQ, provided an overview of DEQ's comprehensive legislative proposal on emission fees. He noted that emissions had been controlled by a regulatory process and this legislation proposes a market-driven program that could change people's behavior and commuting patterns. Mr. Kowalczyk indicated that regulatory programs are not widely supported.

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Mr. Kowalczyk cited air quality problems relating to motor vehicles, slash burning, woodstoves, industry, field burning and miscellaneous sources. He emphasized that the revenue generated would benefit like sources and could be used for mass transit improvements, woodstove conversion subsidies and power plant subsidies for burning forest slash and grass straw residue. He noted that a statewide vehicle fee and one in the Portland area is needed. DEQ is looking at a fee collection system that is not limited to the Highway Trust Fund.

Discussion followed on whether or not the fee could be based on a vehicle's emission rating or vehicle miles driven. Mr. Kowalczyk pointed out that DEQ is proposing that 80 percent of the generated funds be directed back to its source of origin.

Commissioner Anderson questioned the terminology of an emission "fee" as opposed to a "tax" and it was explained in terms of a user fee.

Copies of LC 1205, the bill that would establish an air pollution emission fee program, were distributed. Mr. Kowalczyk indicated that Portland is currently the only non-attainment area in the state for ozone and carbon monoxide.

Another alternative being considered by DEQ regards imposing a parking fee on employers with greater than 100 employees. Some of the funds could go back to the employers if they could decrease their vehicle occupancy rate.

In discussion, questions were raised as to the urgency for Metro's endorsement of this bill, whether a bi-state approach should be taken, and the need for changes in the language relating to the "region" as opposed to the "Portland metropolitan area."

Motion: It was moved and seconded to begin the process of supporting DEQ's legislative proposal LC-1205 on Comprehensive Emission Fees.

In discussion on the motion, Commissioner Blumenauer was supportive in that he felt it would be a unique opportunity for JPACT to enter into the discussions and effort, that it would represent a frontal assault of the emissions problem, that it would be attempted in a non-regulatory fashion, that it represents a mix of practicality and ease of administration and that the funds generated would be used to help solve the problem and benefit the citizenry. He felt we should continue to work with staff, DEQ and the Legislature on this issue and commended DEQ for starting the process.

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Commissioner Rogers expressed Washington County's concerns relating to the impact of imposing a parking fee on employers with greater than 100 employees. He spoke of sensitivity with regard to the numbers of such firms in Washington County's "Silicon Valley", questioning whether there had to be a cost/benefit ratio. He further questioned whether shopping centers would be taxed in a similar way. Commissioner Rogers felt there was need for the economic message and the implications of the bill to be more clearly defined prior to JPACT endorsement.

Andy Cotugno indicated that there are a wide range of possibilities as to what might be implemented so TPAC recommended adoption of the following principles:

- . That transportation should contribute its share to the effort of improving air quality (supporting a statewide program to deal with that issue);
- . That TPAC supports the importance of the relationship between land use and transportation (whatever structure is adopted for fee collection, it should enhance that relationship);
- . That the bill reflect a clearer relationship between the money collected and its use for transportation and transit needs in the metropolitan area;
- . That TPAC would like to be involved in developing the regional proposal to achieve these objectives; and
- . That the Trust Fund should be used for all kinds of transportation.

Carter MacNichol indicated the need for JPACT involvement but expressed concern about the message being sent. He spoke of the need to retain businesses in this area, questioning the amount of public and private involvement or awareness of this bill. He felt that not enough public discussion had taken place with respect to understanding this bill's potential impact or whether it would discourage future businesses from locating here.

Councilor Van Bergen did not agree with the statement indicating a 5 percent administrative fee, adding that this legislation would have a major impact on government in the collection of parking fees. He felt the bill should be studied further but on a bi-state approach.

Clifford Clark indicated that the Cities of Washington County are not prepared at this point to support the bill, expressing concerns about the parking space tax. He felt there had not been

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broad enough discussion nor an informed business community, suggesting that the information be more widely disseminated and discussed with Chambers of Commerce and development groups.

Motion to Amend: It was moved and seconded to ~~amend the motion to defer consideration~~ table the resolution of this issue for a period of 60 days. Following consideration of whether a motion to table is debatable, the motion was changed at the request of the Chair to defer consideration for 60 days.

It was also suggested that a JPACT subcommittee be appointed to look at the issue on whether or not to solicit more public involvement.

Commissioner Blumenauer pointed out that if JPACT can't embrace these air quality concepts, then they won't play a major role down at the Legislature. He spoke of agencies, environmental groups, and business groups presently meeting on this issue and the need for JPACT to exercise leadership. He cited the potential air quality problem, the potential funds to be generated, and the alternatives as important considerations. If there is to be deferral for 60 days, he asked that citizens and economic developers be contacted who must live with the increase in VMT. He emphasized the seriousness of this issue and the need for it to be resolved.

Commissioner Anderson supported this legislation and felt it represented a bold, innovative approach to resolving the air quality problem, applauding DEQ for its proposal and effort. She felt that JPACT should endorse the concept and work out the details with those that need to be involved. She felt it would be an injustice to DEQ and the Portland metropolitan area to wait too long to take action on this proposal.

Les White spoke in favor of placing this issue on the February 14 joint JPACT/IRC Transportation Policy Committee agenda. He also felt it was a bi-state issue, citing carbon monoxide problems in the airshed in Vancouver.

Molly O'Reilly, citizen member on TPAC, spoke of the tax break businesses in the state of Oregon received through Ballot Measure 5 and the need to deal with commuting traffic through residential neighborhoods. She emphasized that it is timely to support strong changes to the Surface Transportation Act and encouraged JPACT to take our region in a direction that is sustainable.

Commissioner Rogers supported the concept but questioned whether one group, such as employers with 100 employees or greater, should be singled out as creating air pollution.

Following further discussion on the proposed amendment, it was agreed to substitute 30 days for "60" days for the term of deferral.

The amended motion PASSED to defer consideration of this issue for a period of 30 days. Commissioner Blumenauer and Jim Cowen dissented.

RESOLUTION NO. 91-1379 - ENDORSING A POSITION ON THE SURFACE  
TRANSPORTATION ACT OF 1991

Andy Cotugno reported that ODOT had convened a group, including the League of Oregon Cities, the Oregon Transit Association, and the Association of Oregon Counties, that concurred on the Surface Transportation Act position paper initiated by the state. Dave Williams then highlighted the position paper being considered for JPACT endorsement.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 91-1379 for endorsement of the position paper on the Surface Transportation Act. Motion PASSED unanimously.

RESOLUTION NO. 91-1380 - APPROVING USE OF PORTLAND REGION  
FEDERAL-AID URBAN SYSTEM FUNDS IN PARTIAL SUPPORT OF THE OREGON  
ROADS FINANCE STUDY UPDATE

Action Taken: It was moved and seconded to recommend approval of Resolution No. 91-1380 for use of Portland region Federal-Aid Urban System funds in partial support of the Oregon Roads Finance Study update. Motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma  
Dick Engstrom  
JPACT Members



## MEETING REPORT

DATE OF MEETING: February 14, 1991

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair David Knowles and Richard Devlin, Metro Council; Pauline Anderson, Multnomah County; Earl Blumenauer, City of Portland; Don Adams (alt.), ODOT; Clifford Clark, Cities of Washington County; Jim Cowen, Tri-Met; Gary Demich, WSDOT; Steve Greenwood (alt.), DEQ; Ron Hart, City of Vancouver; Ed Lindquist, Clackamas County; Les White, C-TRAN; Marge Schmunk, Cities of Multnomah County; Robert Liddell, Cities of Clackamas County; and David Sturdevant, Clark County

Guests: Bernie Giusto, (JPACT alt.), City of Gresham; Dave Williams, ODOT; Bruce Warner, Washington County; Dean Lookingbill, IRC; John Kowalczyk, Merlyn Hough and Howard Harris, DEQ; Kim Chin, C-TRAN; Rod Sandoz and Tom VanderZanden, Clackamas County; Elsa Coleman, Grace Crunican and Steve Dotterer, City of Portland; Molly O'Reilly, STOP; and Bebe Rucker, Port of Portland

Staff: Andy Cotugno, Mike Hoglund, Karen Thackston, Richard Brandman, Martin Winch and Lois Kaplan, Secretary

MEDIA: James Mayer, The Oregonian

### SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles.

### MEETING REPORT

Clifford Clark cited the omission of a motion he made at the January 17 JPACT meeting regarding tabling of action on the DEQ Emissions Fee resolution. After further discussion on this issue, it was agreed to defer action on the Meeting Report until the March 14 JPACT meeting.

Mr. Clark also questioned whether the mover and "second" of all motions should be so noted. The JPACT Bylaws do not require that

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process but the suggestion will be adhered to because of Open Records Law rules.

RESOLUTION NO. 91-1395 - PROVIDING THE ASSESSMENT OF DUES TO LOCAL GOVERNMENTS FOR FY 1991-92

Attachments A through C to the Staff Report, inadvertently omitted from the Agenda packet, were distributed. Andy noted the statutory requirement that specifies that all local governments must be notified of dues assessment 120 days prior to the new fiscal year (March 1). Because of this requirement, it is ahead of Metro's budget process. The proposed Resolution recommends a \$.35 per capita dues assessment and that the dues be used for the Transportation Department in next fiscal year's budget.

Andy explained that dues assessment falls into the following major categories: grant match, Data Resource Center, and transportation/land use consultant.

Motion: Commissioner Lindquist moved, seconded by Steve Greenwood, to recommend approval of Resolution No. 91-1395 providing a \$.35 dues assessment to local governments for FY 1991-92.

Councilor Devlin reviewed an alternate Resolution (No. 91-1395A) proposed by Metro's Planning and Transportation Committee, recommending that the local governments be assessed at a rate not to exceed \$.43 per capita. It further allowed for the Council to lower that assessment rate based on deliberations on the FY 1991-92 budget. He felt the \$.35 per capita recommendation was premature in view of the fact that there is uncertainty as to what revenues will be available to Metro. He noted that there are a large number of requests from Metro Council for expansion of programs and they realize that budget cuts will have to be made. Councilor Devlin felt that the Council is committed to lowering the assessment as much as possible.

Councilor Devlin moved to amend Resolution No. 91-1395 by substituting \$.43 for the assessment in place of \$.35. There was no second to the motion.

Commissioner Blumenauer noted City of Portland impacts from Ballot Measure 5 and service cuts to follow within the City. He noted that Portland pays 55 times what the City of Troutdale does and spoke of the issue of equity and fairness.

Chairman Knowles suggested that a subgroup be appointed between now and the next JPACT meeting to review the Unified Work Program for next year. Discussion followed on usage of dues funds for

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activities related to land use and planning, citing expansion of the RLIS database and the land use and transportation consultant. The emphasis on the Regional Urban Growth Goals and Objectives (RUGGO) represents increased activities to the Transportation Department and documentation could be provided delineating the amounts proposed for transportation planning and land use.

Chairman Knowles acknowledged the need for flexibility and emphasized the point that some of the planning activities might have to be cut. He wanted the jurisdictions to be aware of the implications if the \$.35 dues assessment is not sufficient.

Councilor Devlin indicated that both resolutions would be forwarded to the Metro Council as recommendations from the Transportation and Planning Committee and JPACT.

In calling for the question, the motion PASSED. Councilor Devlin dissented.

RESOLUTION NO. 91-1388 - ENDORSING PRINCIPLES ASSOCIATED WITH DEQ'S COMPREHENSIVE EMISSIONS FEE PROPOSAL

Andy Cotugno reviewed an alternate resolution, No. 91-1388A, which more clearly identifies the environmental concerns and regulatory process. The new Clean Air Act is more stringent than that adopted in 1977 with requirements for intermediate deadlines which, if not met, will be dealt with by more stringent requirements or sanctions.

Steve Greenwood, Administrator of the Air Quality Division at DEQ, was introduced as the new JPACT alternate from DEQ. He noted that the alternate resolution has tried to respond to some of the concerns raised at the last meeting. John Kowalczyk clarified for the committee the \$25.00/ton statewide emissions fee that would apply to all polluting sources. He indicated that there is no specific fee identified or no specific collection process defined for a Portland area vehicle fee.

Merlyn Hough provided an overview of ozone trends in the Portland metropolitan area. He stated that the Milwaukie site (near the highschool) and Carus are the most critical sites, noting that we are not quite meeting the ozone standard in the Portland metropolitan area. Mr. Hough reviewed the ozone control strategies relating to industry and transportation. Sanctions that could be imposed include:

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- . More stringent, prescriptive controls
- . Increased offset ratio
- . Restrictions on federal highway funds (with the exception of safety)
- . Federal implementation plan to meet ozone standards

It was noted that either a regulatory or market-driven approach is possible.

Action Taken: James Cowen moved, seconded by Commissioner Blume-nauer, to recommend approval of Resolution No. 1388A.

In discussion on the motion, Clifford Clark noted that his purpose in asking for a delay at the last meeting was to gather additional input. He indicated that the Forest Grove Chamber of Commerce's Board of Directors passed a resolution outlining some concerns: the non-specificity of the \$25 million fund and how it might actually be used and the \$15.00 parking fee that is part of the package. The \$15.00 per month parking space fee within Forest Grove would impact Pacific University, Intel, and Tektronix (with 600+ people). He estimated that Tektronix would pay about \$60,000 per year with this tax.

Clifford Clark stated, on Washington County's behalf, that the County government would be impacted by \$200,000. He spoke of the inequity placed on companies, institutions, and governments with regard to the emissions fee based on whether or not they had more or less than 100 employees. He noted that the Economic Development Corporation has expressed serious concern over HB 2175. Some of the concern involved the newly created nine-man board that would be composed of many entities. Mr. Clark expressed concern about which of Washington County's congested roadways might become toll roads. He felt the bill needed work and stated that Washington County was not prepared to support it, citing further inequities throughout the bill. He also questioned whether it would lead to companies holding employment to just 99 employees.

Steve Greenwood pointed out that the resolution does not mention a parking fee and is different from the one considered by JPACT at its last meeting. DEQ's main concern is that JPACT goes on record as supportive of the statewide emissions fee concept that would be placed on all types of polluters. He noted that motor vehicles represent the single largest contributor to pollution in

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the state. Steve clarified that the previous resolution has been amended (noting Resolve 5) and recognizes the need to do something additional in the Portland metropolitan area with TPAC/JPACT involvement in its development. Resolve 6 excludes endorsement of any specific Portland area proposal. The intent of this resolution is to call for the development of language to include in HB 2175 regarding a Portland area program.

Don Adams indicated that ODOT agrees that something needs to be done but expressed concern about setting up a separate transportation agency. He noted that the money, once collected, gets channeled off into a number of areas. It was explained that 80 percent of the funds would be directed toward transportation with 20 percent into other areas. Don felt that all the money should be directed for transportation needs and spoke of categories of projects. In that regard, Mr. Kowalczyk felt that the bill could be amended so that 100 percent of the transportation funds would go toward transportation projects and strategies. Don Adams pointed out that a public agency is already in place for disbursement of transportation funds and noted that he wished to abstain from endorsement of the bill.

On her behalf, Commissioner Blumenauer cited Commissioner Anderson's disappointment in the watered-down version of this resolution. She was concerned that we are losing sight of starting an air quality project, noting the city's offset process, transit, and the case of public dollars. Commissioner Blumenauer stated that the City of Portland has a plan in place in downtown Portland and that other jurisdictions should be prepared to provide funds and make the necessary changes. He indicated that he did not wish to see a federally-mandated program and that the region needs to do something positive.

Jim Cowen felt that the debate should be directed to the resolution instead of the language in the bill and whether there will be an opportunity to refine the language at a later date.

Commissioner Lindquist expressed Clackamas County's and the Association of Oregon Industries' support of Resolution No. 91-1388A but noted some concern from some of the large businesses in the area.

Councilor Devlin supported Resolution No. 91-1388A but wanted the opportunity for JPACT to review the language of the bill for refinement.

Discussion centered around the intent to have a regional position which establishes a standard and a mechanism for developing a

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regional approach. It was the consensus that this resolution would provide that mechanism.

In calling for the question, the motion PASSED. Clifford Clark dissented.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma  
Dick Engstrom  
JPACT Members

SEP 5 1991

**JOINT IRC TRANSPORTATION POLICY COMMITTEE  
AND METRO JOINT POLICY ADVISORY  
COMMITTEE ON TRANSPORTATION MEETING**

**Meeting Summary  
February 14, 1991**

The Joint IRC Transportation Policy Committee and METRO Joint Policy Advisory Committee on Transportation Meeting was called to order on February 14, 1991, at 7:50 a.m. at Club Green Meadows, Vancouver, Washington. Those committee members in attendance follow. An attendance sheet with all guests present was not available.

**Joint IRC/JPACT Committee Members Present**

Don Adams	Oregon Department of Transportation
Gary Demich	Washington State Department of Transportation
Richard Devlin	Metro Council
John Fischbach	City of Vancouver
Dean Lindgren	City of Washougal
Bob Moser	Port of Vancouver
Dave Sturdevant	Clark County
Les White	C-TRAN

Don Adams	Oregon Department of Transportation
Pauline Anderson	Multnomah County
Earl Blumenauer	City of Portland
Clifford Clark	Cities of Washington County
James Cowen	Tri-Met
Gary Demich	Washington State Department of Transportation
Richard Devlin	Metro Council
Steve Greenwood	Department of Environmental Quality
Ron Hart	City of Vancouver
David Knowles	Metro Council
Robert Liddell	Cities of Clackamas County
Ed Lindquist	Clackamas County
Marge Schmunk	Cities of Multnomah County
Dave Sturdevant	Clark County
Les White	C-TRAN

**Staff and Guests Present**

Keith Ahola	WSDOT
Richard Brandman	Metro
Kim Chin	C-TRAN
Elsa Coleman	City of Portland
Andy Cotugno	Metro
Derek Crider	BRW Inc.
Grace Cruncan	City of Portland
Mike Cuneen	Kittleson and Associates
Lynda David	IRC
Steve Dotterer	City of Portland
Bernie Giusto	City of Gresham
Howard Harris	DEQ
Bob Hart	IRC
Mike Hogland	Metro
Merlyn Hough	DEQ
Darrell Joque	Berger/ABAM Engineers, Inc.
Shinwon Kim	IRC
Wayne Kittleson	Kittleson and Associates
Lois Kaplan	Metro
John Kowalczyk	DEQ
Dean Lookingbill	IRC
Gil Mallery	IRC
Molly O'Reilly	STOP
Dale Robins	IRC
Bebe Rucker	Port of Portland
Rod Sandoz	Clackamas County
Gail Spolar	C-TRAN
Karen Thackston	Metro
Tom VanderZanden	Clackamas County
Bruce Warner	Washington County
Richard Warren	IRC
David Williams	ODOT
Martin Winch	Metro
Diane Workman	IRC



**I. Call to Order and Approval of Minutes**

Dave Sturdevant called the meeting to order at 7:50 a.m. He welcomed everyone, and he thanked them for the opportunity to share the High Capacity Transit Issues. He turned the first presentation over to Dean Lookingbill.

**II. Bi-State Transportation Study**

Dean Lookingbill distributed a memorandum stating the Bi-State Transportation Study's policy objectives and issues. He introduced the consultant in charge of the project, Wayne Kittleson, of Kittleson and Associates. Mr. Kittleson had a slide presentation to help illustrate their findings.

Mr. Kittleson stated that throughout the study the primary objectives they will look at are existing travel patterns and traffic conditions. Also, the future travel conditions to the year 2010 will be addressed. These include truck travel as well. The first slide showed the level of service that the I-5 and I-205 corridors are currently running. He stated that over the last 30 years, traffic volumes across the Columbia River have increased 6 percent per year. He summarized by saying that the traffic congestion on I-5 is more intense than the congestion on I-205, and congestion is worse on both of these facilities in the evening peak hours. The major problems of capacity and safety on I-5 are generally south of SR-14. I-205 rates are highest from SR-14 to Mill Plain Road, but even those rates are only about half of those on I-5.

He presented slides relating to truck travel characteristics. Because truck travel is important in forming the freeway system not only how the system operates during the day, but also how it might operate in the future. He said that of the percentage of trucks crossing the Columbia, 37 percent were single unit trucks, 48 percent were semi trucks, and 15 percent were tandem trucks. The growth of truck travel is toward longer, larger trucks. These are the ones that have the greatest impact on the use of the capacity of the freeway system. They also have the greatest potential multiple accident impact.

It was found that travel time was the key to mode choice to both people and freight. Travel time was found to influence future decisions of location.

In terms of the project identification, they expect to have a memo on impact conditions in March; in April and May, they will look into future conditions, the Year 2010 RTP, complete the Regional Economic Analysis, with a Draft Final Report to be out in June and the Final in July.

### **III. Clark County HCT Activities**

#### **A. I-205 Bridge LRT Retrofit Study**

Dean Lookingbill introduced Darrell Joque, the lead consultant in the I-205 Retrofit Study. This study is mainly looking at the feasibility of retrofitting the I-205 Bridge to LRT between Portland and Clark County, the structural issues on the bridge, and the operational connection at Gateway.

Mr. Joque stated that their main study was to evaluate the transit modes LRT and Exclusive Busway/HOV. The preliminary structural assessment of the Glen Jackson Bridge and the South Channel Bridge has been reported. In order to further understand the findings, he presented slides to explain some of the engineering terms. He explained the terms sheer and moment. He stated that the bridge was originally designed for five lanes of traffic for future expansion. This would allow for four lanes of traffic and room for an LRT lane at the center near the bike path. He showed a slide giving a cross-section of the Glenn Jackson Bridge with one side showing the LRT option and the other showing the Exclusive HOV/Busway option. Either would run on the inside of the two bridges in a both a north- and south-bound direction.

Beginning with the LRT he stated that in following the minimum Interstate standards for highway bridges, it is possible to accommodate four 12-foot lanes of traffic with the required minimum of 3-feet 6-inch shoulders and still accommodate the LRT system. The LRT would be right next to the present bike path where there is a concrete barrier. The bike path would not be disturbed with the addition of LRT. A new traffic barrier would be provided between the LRT and the traffic. The Exclusive Busway/HOV System would have a painted barrier and not a physical barrier due to lack of feasible lane space.

The Gateway area is considered a main transfer station. They have envisioned having the cars go from Clark County into this area and then switching ends of the car to proceed into downtown Portland. This area has a high potential of heavy competition of scheduled other lines. The other

option is to return these cars to Clark County and have a transfer at this point to go downtown.

#### **IV. Portland HCT Activities**

##### **A. Westside/Hillsboro LRT Update**

Andy Cotugno presented a handout of a bar chart displaying the different corridors, their current status, and projected time line activities. He stated the Hillsboro LRT Alternatives Analysis is underway and a Draft Environmental Impact Statement is anticipated by the middle of 1991 to the spring of 1992.

##### **B. Milwaukie/I-205 Preliminary AA**

They have proposed doing a Pre Alternatives Analysis Study. With a Preliminary Scope of Work having been refused by UMTA, they are working on a detailed Scope of Work to provide a basis for getting UMTA approval to start that process some time this spring.

#### **V. Next Meeting**

The next meeting date was suggested for July 11, 1991, in Portland on the regular JPACT meeting date.

#### **VI. Adjourn**

Dave Sturdevant stated his appreciation for the opportunity to share the HCT activities that are going on in the Clark County area. David Knowles thanked everyone for their hospitality. The meeting was adjourned at 9:05 a.m.

# OREGON TRANSPORTATION PLAN

## OUTLINE

### I. INTRODUCTION

- Purpose
- Authorization
- Organization of the Plan
- Relationship to Other Plans
- Process of Development
- Procedures for Amending the Plan
- Summary of State Agency Coordination Program

### II. VISION FOR OREGON 2030 (40 Years)

- Summary of "1988 Overview" - Environmental Scan
  - Population Projections - Distribution
  - Economic Development Strategies
  - Social Composition - Trends
  - Technological Trends

- Summary of 2030 Vision

### III. TRANSPORTATION POLICIES

Issues Areas:

- Urban Mobility
  - Goal Statement
  - Background
  - Policies
  - Actions

- Rural Access
  - Goal Statement
  - Background
  - Policies
  - Actions

- Freight Productivity
  - Goal Statement
  - Background
  - Policies
  - Actions

- Safety Improvements
  - Goal Statement
  - Background
  - Policies
  - Actions

Financial Systems  
Goal Statement  
Background  
Policies  
Actions

**IV. TRANSPORTATION SYSTEM FOR YEAR 2010 (20 Years)**

<b>A. Inventories</b>	<b>Map</b>	<b>Description (Goal 12 Rule)</b>
Highways	x	(Modes by jurisdiction type aggregate figures)
Transit	x	
Rail	x	
Aviation	x	
Ports	x	
Waterways	x	
Pipelines	x	
Pedestrian	x	
Bikeways	x	

**B. Corridor and Region Descriptions - Tasks include:**

- Project travel demand by mode.
- Define system of statewide significance
- Identify alternative approaches to meeting transportation demands
- Analyze alternatives within policy framework.
- Select best alternative
- Identify action scheduled and funding requirements

1. Multimodal opportunities - general discussion

2. Corridor  
A,  
B,  
C, etc.

3. Region  
Metro  
Mid-Willamette  
Rogue Valley  
Lane COG  
Other

**C. Establish criteria and relationships for regional transportation plans and modal plans.**

**V. FUTURE PLANNING PROCESS:**

Description of OTP update cycle  
Plan amendment procedures

**URBAN MOBILITY POLICY ADVISORY COMMITTEE**

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**VICE-CHAIR:** Bill Blosser  
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## FINANCING SYSTEMS POLICY ADVISORY COMMITTEE

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# **OREGON TRANSPORTATION PLAN**

- **CONCEPTS**
- **PROCESS**
- **CALENDAR**

**MARCH 1, 1991**

# OREGON TRANSPORTATION PLAN

## PURPOSE

The purpose of the Oregon Transportation Plan is to meet the requirements of ORS 184.618(1), which states:

*As its primary duty, the Oregon Transportation Commission shall develop and maintain a state transportation policy and a comprehensive, long-range plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality. The plan shall include, but not be limited to, aviation, highways, mass transit, pipelines, ports, rails and waterways. The plan shall be used by all agencies and officers to guide and coordinate transportation activities and to insure transportation planning utilizes the potential of all existing and developing modes of transportation.*

## GOALS

1. Bring a Transportation Policy Document, Needs Analysis and Funding Request to the 1993 Legislature which reflects a long-range, comprehensive, multimodal perspective.
2. Establish an ongoing transportation planning process within ODOT which meets the requirements of ORS 184.618.
3. Establish, maintain, and improve coordination and cooperation between the various transportation modes, state and federal agencies, local governments and private industry.
4. Provide better integration of existing division implementation plans.

**OREGON TRANSPORTATION PLAN**  
**SUMMARY OF PLANNING PRINCIPLES AND PROCESS**

The following principles will guide the development of the plan:

1. The plan is long-range, focusing on the next 40 to 50 years.
2. The plan is comprehensive, covering all regions of the State, all transportation systems, and all jurisdictions, including both state and local facilities and services.
3. The planning process is based on maximum public participation.
4. The planning process is ongoing and elements of the plan will be updated and extended as appropriate.
5. The planning process is guided by the Transportation Commission, which serves as the policy committee.

# TRANSPORTATION PLAN PROCESS

**OVERVIEW**



**VISION**



**POLICY ELEMENT**



**SYSTEM ELEMENT**

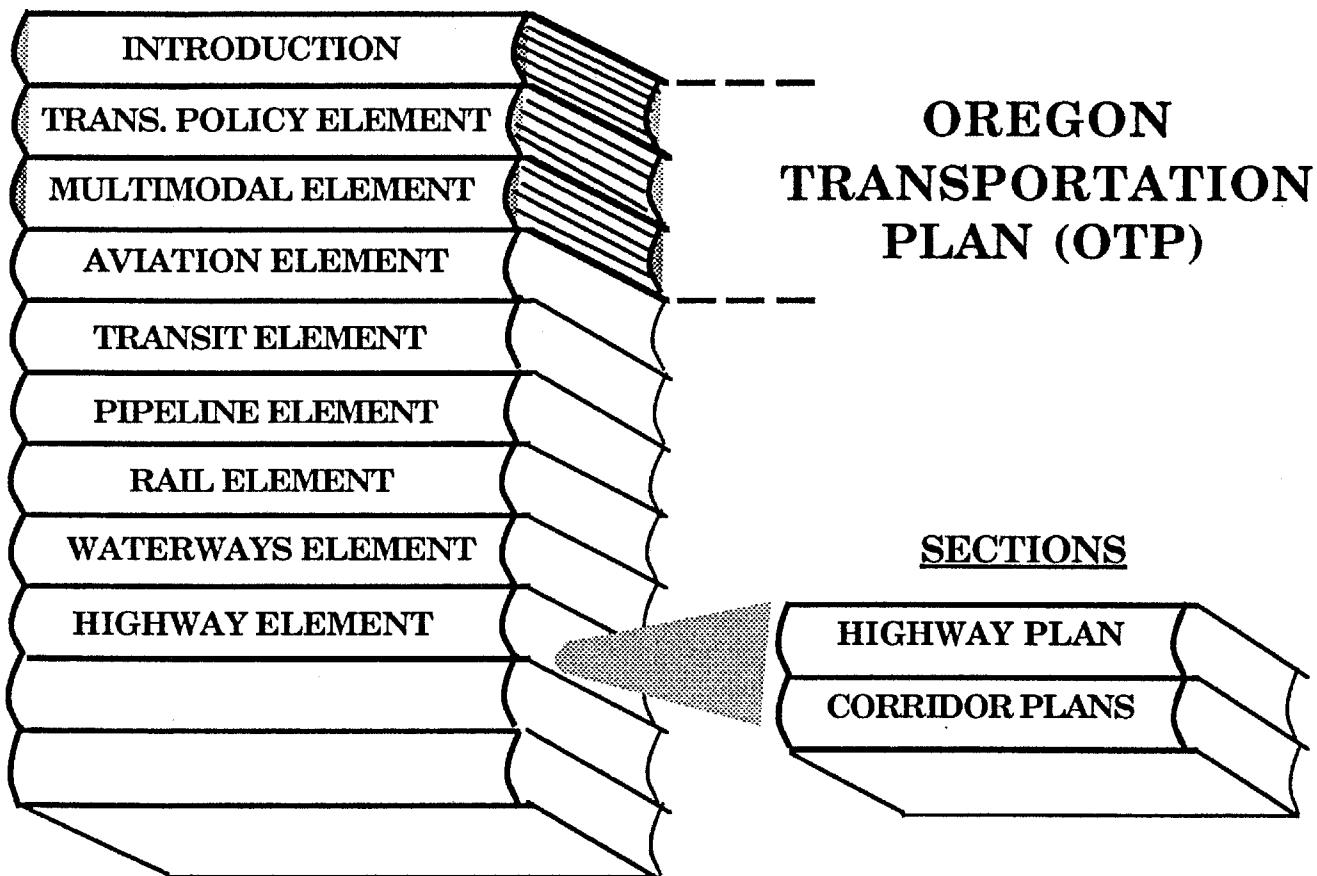
(ALL MODES COORDINATED)

# OREGON TRANSPORTATION PLAN

## RELATIONSHIP TO UNIFIED TRANSPORTATION PLAN

(State Agency Coordination Rule OAR 731-15)

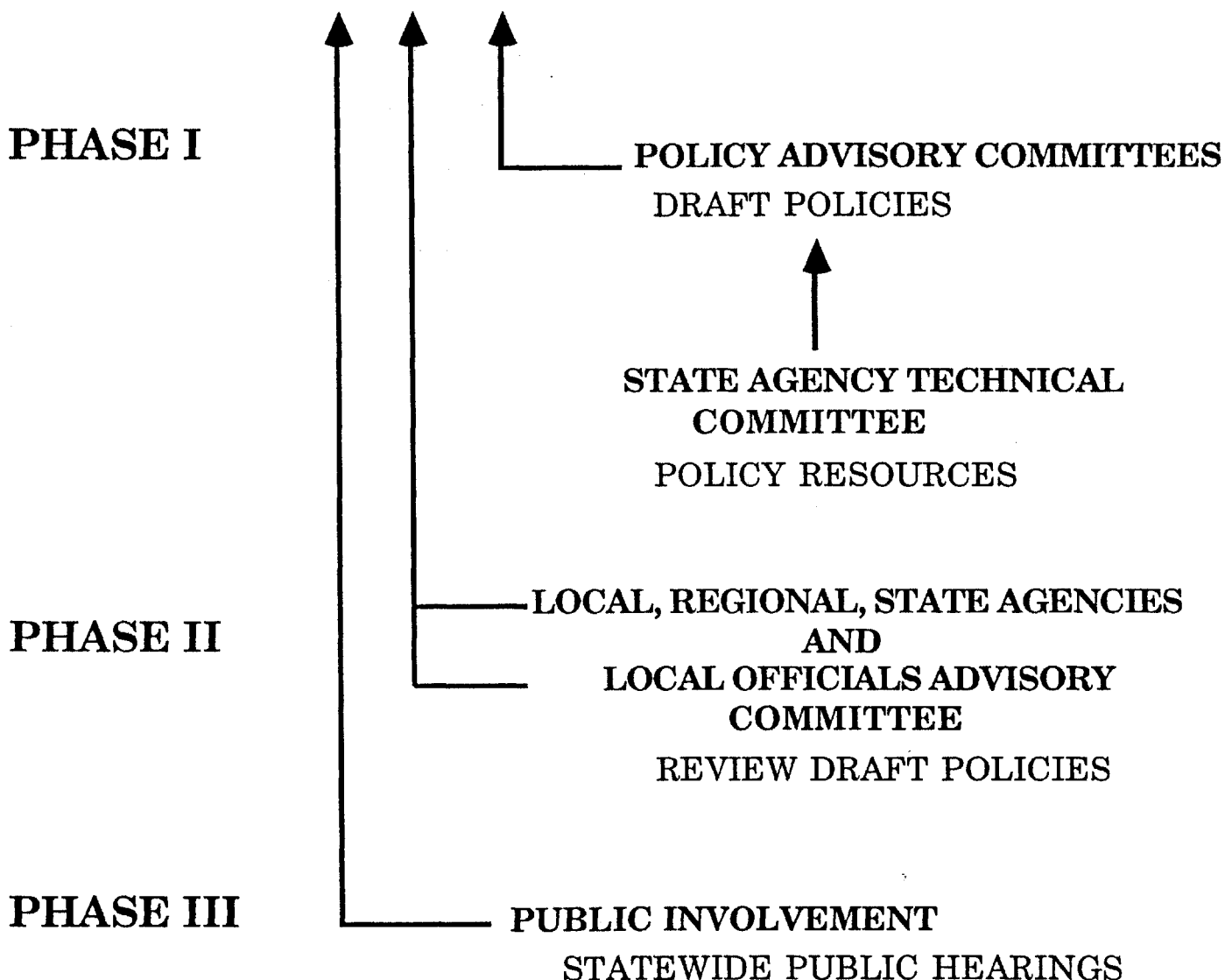
### ELEMENTS



# POLICY FORMATION ROLES

## TRANSPORTATION COMMISSION

ADOPT POLICIES





# MATRIX OF MAJOR POLICY RELATIONSHIPS

	<b>ECONOMY</b>	<b>LAND USE</b>	<b>ENVIRON- MENT</b>	<b>TECH- NOLOGY</b>
<b>URBAN MOBILITY</b>				
<b>RURAL ACCESS</b>				
<b>FREIGHT PRODUC- TIVITY</b>				
<b>SAFETY IMPROVE- MENTS</b>				
<b>FINANCIAL SYSTEMS</b>				

**POLICY EXAMPLE**  
(modified from existing ODOT Policies)  
**ENERGY CONSIDERATIONS**

**Transportation Commission Goal**

*Incorporate efficient energy use practices in the construction, development, maintenance and operation of transportation facilities and services.*

**Discussion**

Most of the energy for transportation uses comes from limited petroleum supplies. In Oregon transportation accounts for 78 percent of all petroleum consumed. Petroleum availability and price have been unstable in the past and this has had significant impacts on the economy and operation of the transportation system. Energy consumption for transportation purposes is also a major contributor to local and global environmental problems. Energy conservation programs in the transportation sector will be especially important in extending the time span of the petroleum supply. Such programs should reflect the Department of Transportation's concern and awareness of this problem.

**Policies** (one sample example used - there will be other policies to address long-range energy conservation issues)

***Policy IV-1** - The department will identify and express transportation concerns in devising reasonable and equitable responses to energy shortages. Energy contingency planning will be developed in cooperation with the Oregon Department of Energy and other agencies concerned with energy conservation.*

**Actions** (a process for monitoring the implementation of policies and actions will be specifically identified in the final policy document)

Cooperate with the Oregon Department of Energy in the development and implementation to the state's Oregon Petroleum Contingency Plan.

Keep maintained the ODOT Energy Emergency Management Plan which is designed to implement the Oregon Petroleum Contingency Plan and to support the Governor's leadership during a period of petroleum shortages.

Keep prepared the information and management structure necessary to rapidly implement the ODOT Energy Emergency Management Plan.

**OREGON TRANSPORTATION PLAN  
POLICY ADVISORY COMMITTEES**

**POLICY COMMITTEE PROCESS**

**Committees To Be Formed:**

Urban Mobility	Chairman - Commission Bolender
Rural Access	Chairman - Commissioner Whitty
Freight Productivity	Chairman - Commission Breezley
Safety Improvements	Chairman - Commissioner Ford
Financial Systems	Chairman - Commissioner Hollern

**Committee Mission:**

1. To review vision document for general orientation, possible revision, and agreement
2. To identify issues raised by the vision and existing transportation environment.
3. To rough out policies that will guide transportation planning toward fulfillment of the vision.

**Committee Focus:**

**URBAN MOBILITY:**

Address issues of urban congestion, land use, economic development, environment, the relationship of state and local transportation facilities, and the relationship of the state transportation plan to the regional transportation plans (RTP's).

**RURAL ACCESS:**

Address intercity-interregion transportation issues, needs of small communities and rural regions, and bus access and freight concerns.

**FREIGHT PRODUCTIVITY:**

Address issues related to the movement of goods including international transportation needs.

**SAFETY IMPROVEMENTS:**

Address issues of safety for the driver, passenger, vehicle and goods.

**FINANCIAL SYSTEMS:**

Address issues of sources and allocations of funds to carry out policies and programs.

# CALENDAR OF EVENTS

## 1991

<b>FEBRUARY</b>	<b>APPROVE PLANNING PROCESS</b>
<b>MARCH</b>	<b>LAND USE AND TRANSPORTATION SYMPOSIUM</b>
<b>APRIL-JUNE</b>	<b>POLICY ADVISORY COMMITTEES DRAFT POLICIES</b>
<b>SEPTEMBER</b>	<b>APPROVE DRAFT POLICY ELEMENT</b>
<b>NOV-DEC</b>	<b>PUBLIC HEARINGS: DRAFT POLICY ELEMENT</b>

## 1992

<b>JANUARY</b>	<b>REVIEW SYSTEM ELEMENT: PRELIMINARY NEEDS/FINANCIAL ANALYSIS</b>
<b>APRIL</b>	<b>ADOPT POLICY ELEMENT REVIEW LEGISLATIVE CONCEPTS</b>
<b>JUNE</b>	<b>APPROVE DRAFT SYSTEMS ELEMENT</b>
<b>JULY</b>	<b>PUBLIC HEARINGS: DRAFT SYSTEMS ELEMENT</b>
<b>AUGUST</b>	<b>ADOPT SYSTEMS ELEMENT ADOPT FINANCIAL PLAN</b>

**OREGON TRANSPORTATION PLAN  
COMMISSION INVOLVEMENT SCHEDULE**

**1991**

January 28-29

February 18-19

Silver Falls Summary; Presentation of Policy Planning Process, Issues Guide, Committee Assignments, Mission and Schedules

March

Technical Advisory Committee Meetings (2) to prepare for work of Policy Committees

March 26

Land Use and Transportation Symposium with Anthony Downs, All Policy Committee Members invited with emphasis on Urban Mobility Committee

April

**First Round of Policy Committee Meetings;** Orientation, refine Vision Statement, scope out issues and policies

May

**Second Round of Policy Committee Meetings;** Policy Work Session

June

**Third Round of Policy Committee Meetings;** policy work session, consensus on major policy drafts

July

Commission receives reports from Policy Committees

August

Commission conducts Policy Element Work Session

September

Commission **approves Draft Policy Element** for public review.

October

November-  
December

**Public hearings** around state on Draft Policy Element  
AOC and LOC Conventions

**COMMISSION INVOLVEMENT SCHEDULE (Con't.)**

**1992**

<b>January</b>	<b>Review Transportation System Element: Preliminary Transportation Needs and Financial Analysis</b>
<b>February</b>	<b>Fourth Round of Policy Advisory Committees: Review results of public hearings on Draft Policy Element; prepare Final Draft of Policy Element</b>
<b>March</b>	
<b>April</b>	<b>Adopt Transportation Policy Element Review Legislative Concepts</b>
<b>May</b>	<b>Review Preliminary Financial Plan</b>
<b>June</b>	<b>Approve Draft System Element</b>
<b>July</b>	<b>Public Hearings on Draft System Element</b>
<b>August</b>	<b>Adopt Oregon Transportation System Element Adopt Financial Plan</b>

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. 91-1407 FOR THE PURPOSE OF APPROVING THE FY 1992 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 91-1408 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 4, 1991

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1992; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1992 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1991. Included in the document are federally-funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. This UWP represents the start of several new program priorities as well as maintaining the level of effort for programs currently underway. New projects will include heavy emphasis on the Clean Air Act, Demand Management and Urban Growth Management. Major commitments continue to the Westside Corridor project and Hillsboro DEIS, and the I-205/Milwaukie Alternatives Analysis and High Capacity Transit studies. Also of major priority is the Regional Transportation Plan major update and the Southeast Corridor Study.

Federal transportation agencies (UMTA/FHWA) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of UWP approval.

The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1991 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1407.



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE )  
FY 1992 UNIFIED WORK PROGRAM )  
(UWP) )

RESOLUTION NO. 91-1407

Introduced by David Knowles,  
Chair, Joint Policy Advisory  
Committee on Transportation

WHEREAS, The Unified Work Program describes all fed-  
erally-funded transportation planning activities for the Portland-  
Vancouver metropolitan area to be conducted in FY 1992; and

WHEREAS, The FY 1992 Unified Work Program indicates  
federal funding sources for transportation planning activities  
carried out by the Metropolitan Service District, Intergovernmental  
Resource Center of Clark County, the Oregon Department of Transpor-  
tation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1992 Unified Work Program is  
required to receive federal transportation planning funds; and

WHEREAS, The FY 1992 Unified Work Program is consistent  
with the proposed Metropolitan Service District budget submitted to  
the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District  
hereby declares:

1. That the FY 1992 Unified Work Program is approved.
2. That the FY 1991 Unified Work Program for the Hills-  
boro Alternatives Analysis work element is amended consistent with  
this FY 1992 Unified Work Program.

3. That FAU funds toward this work program are authorized as follows:

City of Portland	\$30,657
Regional	<u>42,615</u>
	\$73,272

4. That Regional FAU funds toward Technical Assistance to jurisdictions outside the City of Portland are authorized in the amount of \$36,000.

5. That it is recognized that full funding for this work program has not been secured which could result in amendment, reduction or elimination of some work elements or funding through alternate sources. These changes will be reviewed by TPAC, JPACT and the Metro Council.

6. That the FY 1992 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

7. That the Metropolitan Service District Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_ day of \_\_\_\_\_, 1991.

Tanya Collier, Presiding Officer

JOINT RESOLUTION OF THE  
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT  
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT ) RESOLUTION NO. 91-1408  
THE PORTLAND METROPOLITAN AREA IS )  
IN COMPLIANCE WITH FEDERAL TRANS- ) Introduced by David Knowles,  
PORTATION PLANNING REQUIREMENTS ) Chair, Joint Policy Advisory  
Committee on Transportation

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, Urban Mass Transportation Administration and Federal Highway Administration require that the planning process for the use of these funds comply with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_ day of \_\_\_\_\_, 1991.

Tanya Collier, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this \_\_\_\_ day of \_\_\_\_\_, 1991.

State Highway Engineer

## EXHIBIT A

### Metropolitan Service District Self-Certification

#### 1. Metropolitan Planning Organization Designation

The Metropolitan Service District (Metro) is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon.

Metro is a regional government with 12 directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT.

#### 2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

- a. A basic memorandum of agreement between Metro and the Intergovernmental Resource Center (Clark County) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.
- b. An agreement between Tri-Met, Public Transit Division of the Oregon Department of Transportation (ODOT) and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Urban Mass Transportation Administration (UMTA) funds.
- e. Bi-State Resolution -- Metro and Intergovernmental Resource Center jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

- f. Bi-State Transportation Planning -- Metro and IRC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high capacity transit corridor planning and priority setting.

3. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

4. Transportation Plan

The Regional Transportation Plan (RTP) was adopted on July 1, 1982. The document had one housekeeping update in 1984 and a major update in 1989. A second major update is scheduled for 1991-92 and is included in the FY 92 work program. A rigorous review process was followed which allowed for extensive citizen and technical comment. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met board in January 1988.

5. Transportation Improvement Program

The FY 1991 Transportation Improvement Program (TIP), adopted in September 1990, is amended continuously throughout the year. Future amendments will include authorization of FY 1991 Interstate Transfer funds and Federal-Aid Urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and incorporation of the state Six-Year Highway Improvement program.

6. Issues of Interstate Significance

Considerable interest was generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper established the terms of those issues. A comprehensive study is underway as reflected in this work program. This study should be completed by late summer, 1991.

7. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project.

Several proposed projects have, in the past year, generated considerable public interest.

The possibility of a third bridge prompted a major new bi-state transportation study involving jurisdictions from both sides of the Columbia.

The Southeast Corridor Study involved not only its own citizens committee but neighborhood associations, business groups and community groups. Final recommendations were approved by the concerned interest groups as well as the involved jurisdictions. Second phase of this study will begin in the fall of 1991 and include a similar public involvement program.

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community, and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

#### 8. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and the Environmental Quality Commission (EQC) and approved by the Environmental Protection Agency (EPA) in 1982. The region is close to attainment of both standards. The Department of Environmental Quality (DEQ) is currently discussing the attainment status of the ozone and carbon monoxide standards with EPA.

The SIPs do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current transportation efforts are focusing on increasing the transit mode split throughout the region and particularly to downtown Portland.

New federal clean air regulations will require major efforts from all metropolitan area jurisdictions. A Unified Work Program amendment will be required when the full scope of work is defined.

#### 9. Civil Rights

Metro's Title VI submittal is certified until September 1992. The ODOT/FHWA on-site review in March 1988 found the agency to be in compliance. DBE, EEO and citizen participation all have programs in place which have been UMTA-certified.

10. Elderly and Handicapped

A Special Needs Transportation Service Plan was adopted by the Tri-Met board in January 1988. Appropriate parts of the new Special Needs Plan were adopted as a portion of the RTP.

11. Disadvantaged Business Enterprise Program (DBE)

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and WBEs as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBEs is 12 percent combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

12. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

Tri-Met also contracts for elderly and handicapped service with private entities such as Broadway Transportation, Buck Medical Services and Special Mobility Services, Inc. Tri-Met also coordinates with those agencies using federal programs (UMTA's 16(b)(2)) to acquire vehicles. Service providers in this category include Volunteer Transportation, Inc., Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others. Special airport transit services are also provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Buck Medical Services is providing that alternative service at approximately two-thirds the cost of Tri-Met service. In addition, Buck supplies fixed-route service between Clackamas Town Center and the Milwaukie Transit Center.

C-TRAN contracts with DAVE Transit Services for elderly and handicapped service.

Solicitations for citizen representatives to TPAC were sent to private transit operators in the Portland region of which three applied. One was selected (from Broadway Cab) and appointed to a two-year term by the Metro Council.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterer Vic Rhodes (alternate)
Multnomah County	Susie Lahsene Larry Nicholas (alternate)
Cities of Multnomah County	Richard Ross Greg Wilder (alternate)
Washington County	Brent Curtis Mark Brown (alternate)
Cities of Washington County	Rick Root Roy Gibson (alternate)
Clackamas County	Rod Sandoz Tom VanderZanden (alternate)
Cities of Clackamas County	Paul Haines Jerry Baker (alternate)
Tri-Met	G.B. Arrington Joe Walsh (alternate)
Clark County	Dean Lookingbill Richard Warren (alternate)
Oregon Department of Transportation	Ted Spence Dave Williams (alternate)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron Caleb Frobig (alternate)
Port of Portland	Bebe Rucker Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	Jack Lindquist Greg Oldham/Richard Berman (alt.) Molly O'Reilly/Ellen Vanderslice Ray Polani/Jim Howell (alt.) Raye Woolbright
Associate Members: City of Vancouver C-TRAN	Kim Chin Don McDowell (alternate)



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

- Metro Council . . . . . Councilor George Van Bergen  
Councilor David Knowles  
Councilor Richard Devlin  
Councilor Jim Gardner (alternate)
- Multnomah County . . . . . Commissioner Pauline Anderson  
Commissioner Gary Hansen (alternate)
- Cities in Multnomah County . . . . . Councilor Marge Schmunk (Troutdale)  
Councilor Bernie Giusto (Gresham) (alt.)
- Washington County . . . . . Commissioner Roy Rogers (Washington Co.)  
Commissioner Bonnie Hays (alternate)
- Cities in Washington County . . . . . Mayor Clifford Clark (Forest Grove)  
Mayor Larry Cole (Beaverton) (alternate)
- Clackamas County . . . . . Commissioner Ed Lindquist
- Cities in Clackamas County . . . . . Mayor Robert Liddell (West Linn)  
Mayor Craig Lomnicki (Milwaukie) (alt.)
- City of Vancouver . . . . . Councilman Ron Hart  
Les White, C-TRAN (alternate)
- Clark County . . . . . Commissioner David Sturdevant  
Les White, C-TRAN (alternate)
- City of Portland . . . . . Commissioner Earl Blumenauer  
Commissioner Mike Lindberg (alternate)
- Oregon Department of  
Transportation . . . . . Robert N. Bothman, Director  
Don Adams, Region I Engineer (alternate)
- Port of Portland . . . . . Mike Thorne, Executive Director  
Carter MacNichol, Director (alternate)  
Real Estate Management and Development
- Washington State Department  
of Transportation . . . . . Gary Demich, District Administrator  
Keith Ahola, Project Development Engineer
- Tri-Met . . . . . James E. Cowen, General Manager  
Bob Post, Asst. General Manager (alternate)
- Department of Environmental  
Quality . . . . . Fred Hansen, Director  
Steve Greenwood, Administrator  
Air Quality Division (alternate)

Metro Transportation Department

FY 91-92 Work Program Options

- I. Regional Transportation Planning
  - A. 2010 RTP Update
  - B. Willamette River Bridge Crossings -- Southeast Corridor
  - C. Northwest Subarea Study (formerly Cornell/Barnes-Burnside Study)
  - D. Bi-State Study
  - E. Demand Management Planning
  - F. Urban Arterial Program
  - G. Western Bypass Study
  - H. Transportation Improvement Program
- II. Urban Growth Management (with Metro's Planning & Development Department)
  - A. Urban Infill/Redevelopment Analysis
  - B. Urban "Reserves" Analysis
  - C. Development of Transportation/Land Use Policy Options
  - D. Detailed Evaluation of Transportation/Land Use Options
- III. LRT Planning
  - A. Hillsboro AA/DEIS, PE/FEIS
  - B. I-205/Milwaukie Pre-AA Study
  - C. Regional LRT System Plan
    - 1. Definition of evaluation criteria
    - 2. Develop comparative data for key corridors
    - 3. System staging
    - 4. Downtown operations and staging; subway evaluation
  - D. Westside Station Area Planning
- IV. Travel Forecasting
  - A. Improve System Monitoring
  - B. Transit Mode Split - MAX Factors
  - C. Update for '90 Census
  - D. Update Special Generators
  - E. Technical Assistance
- V. Data Resource Center
  - A. Completion of RLIS Urban Database
  - B. Initiation of RLIS Rural Database
  - C. Improvement of TIGER File
  - D. Population/Housing/Employment Update
  - E. Initiation of 2015 Forecasts
  - F. Expansion of RLIS User Support



**METRO**

# Memorandum

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

Date: March 13, 1991

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Re: JPACT-Hosted Luncheon for House Public Works Committee

The House Public Works Committee will be in Portland on March 28 for a public hearing followed by a luncheon hosted by JPACT. The lunch is scheduled at 1:30 p.m. at the Oregon Convention Center, and you are cordially invited to attend. We would appreciate that you R.S.V.P. to Lois Kaplan (221-1646, ext. 201) by Tuesday, March 19.

ACC:lmk

COMMITTEE MEETING TITLE JPACT

DATE 3-14-91

NAME

AFFILIATION

NAME	AFFILIATION
M- Daniel Knueser	Metro
S- Richard Brandman	Metro
M- Roy ROGERS	WASH. County
M- George Van Bergen	Metro
MA Steve Greenwood	DEQ
MA Bob Pora	TRI-MET
M- RICHARD DEKIN	METRO
M- BOB BOTTMAN	ODOT
M- Gary Demich	WSDOT
M- Larry Cole	CITIES OF WASHINGTON COUNTY
M- Saeline Anderson	Multnomah County
✓G- Patrick Allen	Cong. Mike Kopetski
✓G- Mary A. Weber	Tandem Valley TDC
✓G- Bebe Rucker	Port of Portland
✓G- Ted Spence	ODOT
✓G- Jimmy Moore	ODOT - Transit Division
S- Keith Lewten	Metro
✓G- Keith Ahola	WSDOT
✓G- Kim Chin	C-TRAN
✓G- GB ARRINGTON	TRI-MET
✓G- TROD SANTOZ	CLATSOP COUNTY
✓G- TOM VANDERZANDEN	CLATSOP COUNTY
M- Ed Lindquist	Oloc. Co.
✓G- JIM HOWELL	CITIZENS FOR BETTER TRANS
✓G- BRUCE WARNER	WN Co.

COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

AFFILIATION

G- STEVE DOTERRER

CITY OF PORTLAND STAFF

S- LEON SKILES

METRO

S- Karen Thactston

Metro