10-9-1980

Meeting Notes 1980-10-09

Joint Policy Advisory Committee on Transportation

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AGENDA

Date: October 9, 1980
Day: Thursday
Time: 7:30 a.m.
Place: Metro Conference Room A1/A2

*1. REVIEW OF THE CLARK COUNTY FY 81 TIP AND AIR QUALITY CONSISTENCY STATEMENT - APPROVAL REQUESTED.

*2. TRANSFER OF CITY RESERVE FUNDS (e)(4) TO THE PORTLAND/VANCOUVER CORRIDOR ANALYSIS (BI-STATE TASK FORCE PROJECT) - APPROVAL REQUESTED.

3. UPDATE OF THE REGIONAL TRANSPORTATION PLAN - INFORMATION.

**A copy of the Clark County TIP Report is available in the office of the Transportation Department.**

**Material Enclosed.**
AGENDA

Date: September 22, 1980
Day: Monday
Time: 5:30 p.m.
Place: Conference Rooms A1/A2, Metro

5:30 p.m. 1. Introduction - Ernie Bonner
- Purpose of Meeting
- Roles of JPACT and RPC

5:45 p.m. 2. Break to serve Dinner - Agenda items 3, 4, and 5 will be presented during dinner

6:00 p.m. 3. Review of comments of RTP Draft #2 - Andy Cotugno
(Please review document distributed at previous meeting.)

6:30 p.m. 4. Review of Tri-Met's 5-year Transit Development Program - Paul Bay

7:00 p.m. 5. Break

7:10 p.m. 6. Review and Discussion of Major Policy Issues - Ernie Bonner (Please review paper distributed at previous meeting.)

8:30 p.m. 7. Schedule/Input Process/Adoption Process

8:45 p.m. 8. Adjourn
MEETING REPORT

DATE OF MEETING: September 22, 1980

GROUP/SUBJECT: Joint meeting of JPACT/RPC to review the second draft of the Regional Transportation Plan


Guests: Paul Bay, Tri-Met; John MacGregor, Port of Portland; Winston Kurth, Clackamas County; John Price, FHWA; Bill Greene, ODEQ; Steve Dotterrer, City of Portland; Mike Borresen, Washington County; Bebe Rucker, Multnomah County; Dave Peach, WSDOT; Ted Spence, ODOT - Metro Branch; Sarah Salazar, Port of Portland; and Val Southern, City of Portland

Staff: Andy Cotugno, Richard Brandman, Keith Lawton, Terry Bolstad, Dick Bolen, Rod Sandoz, Ellen Duke, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Ernie Bonner related that it was the responsibility of JPACT and the RPC to review the second draft of the Regional Transportation Plan prior to consideration by the Metro Council.

Commissioner Kearney expressed concern over the changing role of JPACT in terms of its status as a policy-making board. She questioned whether procedural changes had taken place affecting the task of JPACT, and was assured that its role was status quo. JPACT still has the responsibility of making a recommendation on the RTP to the Council.

Andy Cotugno cited the objective of the study -- to set a direction for meeting regional transportation needs while addressing population growth, cleaner air, and conservation of energy. He then reviewed the layout of the plan and elaborated further on the various chapters contained in the RTP, stating that Chapter II was really the heart of the report. He acknowledged that there were still some problems to be faced, but that realistic targets have to be set.
A slide presentation was next on the Agenda which identified the goals contained in the Regional Transportation Plan and described alternative strategies for reducing traffic. Following the slide show, Andy reviewed the statement of Policy Issues pertaining to the plan, outlining the goals and achievements to be accomplished.

Initial questions raised by the Committee included the following: whether it has been proven that a change from a two-year inspection/maintenance program of vehicles to a one-year program lessens the ozone contributing factor; and whether an annual vehicle inspection would prove more effective than bi-annual. It was brought out that a random sampling of vehicles in the Eugene area, which presently lacks an inspection system, was conducted by the Environmental Protection Agency which showed that Portland's vehicles were 25 percent cleaner than those of a similar sampling from the Eugene area. It was pointed out that Clark County's program for annual vehicle inspection would be voluntary in the year 1981 and mandatory in 1982.

Paul Bay related that Tri-Met has worked very closely with Metro in the preparation of its five-year Transit Development Program slated for 1981-1985. Utilizing 1977 data, he pointed out that there is a big market for transit for trips other than to downtown Portland. Tri-Met's intent is to provide a realistic plan and lay it out in terms of what is actually required, taking into consideration the needs of the people with regard to housing and employment. Fleet requirements, service level, and support facilities were all considerations of the TDP.

Mr. Bay further reviewed a two-year City and Eastside transit improvement program, which needs have been defined and broken down for implementation purposes for FY 1982. He elaborated on the various procedures that take place in the coordination of the proposed improvements. He related that Tri-Met has assurances of 90 percent of the needed funding at this time, adding that there is a 10 percent shortfall for the five-year program. Their intent is to have transit costs increase at or below the rate of inflation, which does not take into consideration the matter of expansion.

With regard to a question raised about a successful transit program in Canada, it was pointed out that better service, weather conditions, and people being oriented to utilize transit over a long period of time are great influences.

Questions raised by the Committee regarded whether buses were in the same category as autos with regard to vehicle emissions and whether diesels emitted any ozone. It was brought out that diesels create a different type of pollutant, that of particulates. The question also arose as to whether diesels would be allowed at all.
Concern arose over meeting air quality standards in light of anticipated population growth. Andy Cotugno related that the amount of pollutants would be less between now and 1987 because of stricter controls on the cars, even with the population growth, but that the clean air standard will still be violated.

Ernie Bonner asked that each Committee member familiarize himself, or herself, with the Policy Issues as presented by the staff. He added that, during the month of October, a public opinion poll would be taken utilizing the same questions provided in the brochure. It was felt that the poll would be helpful in obtaining a good sampling of the public at large. Andy Cotugno reviewed the questions generally raised at the twelve public involvement meetings attended so far. Thirty-five have been scheduled in total.

By adopting the plan, the Committee was concerned over whether it would be subject to further revision. Andy related that it is the intent to update it each year and reaffirm it at that time.

One Committee member felt that the role of land use and its regulations should be clearly pointed out in the RTP as it was felt that a lot of transportation is geared to where people live and work. Considerations such as densities and providing a better mix of shopping and jobs in the suburban area were also suggested.

A question was raised as to highway investments in relation to level of service as contained on the Policy Issue statement -- where and when should this be supported? It was felt that land use, comprehensive plans, and economic development should be tied in with Metro's specific goals and objectives in the RTP. In further discussion, it was felt that the report needs to be very clear in defining the level of service to be accomplished by the year 2000 -- to state the goals or standards we hope to attain as well as the needed financing and strategy. If the goals are unattainable, then definite alternatives and their financing should be clearly defined. The Committee was also in agreement that the report should stress a level of quality of service in order to make an acceptable plan that would reduce traffic and congestion on the streets. It was further suggested that the question of whether our gas tax needs to be moved from one point to another be clearly stated in the report. It was the consensus of the Committee that the public be educated on what the priorities are, what we hope to achieve and what is attainable, and what costs are involved. Bob Bothman expressed the need to set goals for accessibility for ridesharing and carpooling as well as maintenance of the existing system.

One Committee member felt that it was up to the Government officials to set the standards to implement the service that is needed. There was discussion that perhaps the level of transit service and ridesharing needs to be reassessed.
Questions were also raised concerning the estimate of $3.10 per gallon of gas by the year 2000. It was brought out that other forecasts have estimated this at $2.75, while some were considerably higher. It would be somewhat judgmental to determine if that figure is realistic.

Chairman Bonner instructed the staff to define the congestion problems, to the extent that it is technically possible, and to develop a combination of programs and level of service, including alternatives, to be achieved. The financial demands must also be incorporated in their proposals. Maintenance of the existing system should also be clearly delineated. The Committee wanted the public to have its choice of alternatives and their funding clearly defined.

Mr. Cole questioned whether the Murray Road widening project was funded. He further suggested that other modes of travel be considered other than mass transit and cited motorcycles and scooters as an example. He felt that the provision of parking for motorcycles hasn't been addressed and that some consideration should perhaps be given to electric vehicles. A further suggestion was to incorporate the mention of a four-day work week in the RTP as a means of affecting travel.

Andy Cotugno related that the RTP needs to be adopted for Federal certification by the end of the year and was concerned about delaying the project by delving into more detail work. The Committee was then asked whether it wished to adopt the framework of the plan or adopt the plan which would be reviewed each year.

The Committee expressed the need for the staff to meet with more of the citizenry. It was pointed out that a notice was sent to all organized neighborhood associations, and meetings are still taking place. The Committee agreed to proceed with the October 13 public hearing but recognized that a delay in adoption is likely. They were informed that one meeting was held on the RTP with the Mayors and Planning Directors of the various jurisdictions, and that fairly good attendance was recorded. The Committee indicated the need to present the plan to each jurisdiction for some formal review. There is no need to have formal adoption, but a need for formal review was stressed. The staff was forewarned that there would be different values set by different communities in reviewing such a plan. It was suggested that the Councils of each jurisdiction be invited to review the RTP.

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT and RPC Members
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Rick Gustafson
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MEETING REPORT

DATE OF MEETING: September 11, 1980

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


Guests: Ted Spence, Steve Hall, Bebe Rucker, Steve Dotterrer, John Price, John MacGregor, Paul Bay

Staff: Andy Cotugno, Denton Kent, Bill Pettis, Keith Lawton, Karen Thackston

MEDIA: None

SUMMARY:

1. Reallocation of Interstate Transfer Funds From Hwy. 212 East Reserve and the I-505 City Transfer

The reasons for reallocating the funds and the projects were explained by Andy Cotugno. He also reviewed the questions and responses raised at the Regional Planning Committee. Mr. Skoko stated for the record that, although he supports the regional concept, he wanted some assurance that Hwy. 212 was not a dead issue and that funding support for the project would occur in the future.

Bob Bothman explained that the $5 million allocated to the project would accomplish only partial improvements -- that $20 million is needed. He stated that improvements to the highway have not been identified so there is no clear project at this time. Mr. Bothman did state the the Oregon Department of Transportation (ODOT) would do some very preliminary work so that when Hwy. 212 is again considered, there would be a clearer plan for what is needed.

It was moved, and seconded, to approve the reallocation of funds with the following amendment: That ODOT specify required improvements to Hwy. 212 for inclusion in the RTP and consider alternate funding sources. In addition, the memo to Council responding to questions raised by JPACT was approved.

Motion PASSED unanimously.
2. Authorization of Federal Funds for Projects Included in the McLoughlin Corridor Improvement Strategy

Andy Cotugno pointed out that the funds being allocated include the reallocation of the Hwy. 212 and I-505 Reserve.

Larry Cole moved, and was seconded, to approve the recommendation. Motion PASSED unanimously.

3. FY 1981 Transportation Improvement Program (TIP) Annual Element

The Regional Planning Committee had requested a more detailed description of the new projects included in the Annual Element. Staff recommended that the new projects be removed from the Annual Element until after the Regional Transportation Plan (RTP) has been adopted and then considered separately as TIP amendments. All of the projects will be included in the RTP.

Connie Kearney moved, and was seconded, to approve the FY 1981 Annual Element without the new projects until they can be reviewed in context of the whole plan. Motion PASSED unanimously.

4. Adding Eight Transit Stations to the TIP

These projects will take advantage of new Urban Mass Transportation Administration (UMTA) money that must be allocated by September 30. To expedite grant approval, the request has already been approved by the Transportation Policy Alternatives Committee (TPAC) and the Council.

Dennis Buchanan moved and was seconded, to approve including the transit stations in the FY 1980 TIP. Motion PASSED unanimously.

Lloyd Anderson raised the matter of overall aesthetic standards for the transit stations, particularly advertising. The Committee felt the issue important enough that further discussion was postponed and staff instructed to include it on a future agenda.

5. Establishment of Hydrocarbon Reduction Targets for Oregon and Washington

Metro and the Regional Planning Council (RPC) of Clark County have determined an equitable formula for dividing the reduction of hydrocarbon emissions between the two jurisdictions. The formula uses the projected 1987 populations as a basis. Fifteen percent reduction is allocated to Clark County and 85 percent allocated to Oregon.

It was pointed out that Clark County is instituting a yearly inspection/maintenance program and that it may be necessary to
ask the Oregon Legislature to change the program in the Metro area from two years to one.

The Council will act on a resolution on September 25 from the Air Quality Advisory Committee. No action was requested of JPACT.

6. Overview of RTP Second Draft

The RTP is scheduled for adoption in December. The second draft is going out now for public comment. Andy Cotugno reviewed the policy issues and schedule. Three joint meetings have been set with JPACT and the RPC.

General discussion of the plan concerned sources of funding -- where will funds come from and the need for an overall funding strategy. Bob Bothman was concerned as to whether the plan will work. Andy responded that the plan as structured would go a long way toward solving the problems.

Having no further business, the meeting was adjourned.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT
             Rick Gustafson
             Denton Kent

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AGENDA MANAGEMENT SUMMARY

TO: TPAC/RPC/JPACT
FROM: Executive Officer
SUBJECT: Commenting on the Transportation Improvement Program and on the Determination of Air Quality Consistency for the Urban Areas of Clark County

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council concurrence of a resolution commenting on the Clark County Transportation Improvement Program (TIP) and the accompanying determination of air quality consistency.

B. POLICY IMPACT: Partial fulfillment of the Metro/Clark County Regional Planning Council (RPC) Memorandum of Agreement setting forth interstate coordination requirements.

C. BUDGET IMPACT: The approved Metro budget funds staff coordination activities with the RPC.

II. ANALYSIS:

A. BACKGROUND: Each Metropolitan Planning Organization (MPO) prepares a TIP describing projects programmed for its planning area. Coordination of these documents is set forth in the Metro/RPC Memorandum of Agreement.

B. ALTERNATIVES CONSIDERED: None.

C. CONCLUSION: Staff has reviewed the documents and finds that the projects proposed to be undertaken in Clark County are consistent with the policies, plans and programs of Metro.

KT/gl
414B/92
WHEREAS, The Metropolitan Service District (Metro) is the designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland/Vancouver urbanized area, and the Clark County Regional Planning Council (RPC) is the designated MPO for the Washington portion; and

WHEREAS, Metro and the RPC have entered into a Memorandum of Agreement specifying mechanisms to ensure adequate coordination of transportation policies, plans and programs; and

WHEREAS, In accordance with the Metro and RPC Memorandum of Agreement, the RPC has requested comments from Metro on its TIP and Determination of Air Quality Consistency statement; and

WHEREAS, Metro staff has reviewed the FY 1981 TIP for the urban areas of Clark County and the Determination of Air Quality Consistency; now, therefore,

BE IT RESOLVED,

1. That the projects and programs described in the FY 1981 TIP for the urban areas of Clark County and the Determination of Air Quality Consistency are found by Metro Council to be consistent with the policies, plans and programs of the Metropolitan Service District.

2. That the Clark County RPC be advised of this concurrence.

KT/gl

415B/92
AGENDA MANAGEMENT SUMMARY

TO: JPACT
FROM: Executive Officer
SUBJECT: Authorizing Transfer of City Reserve Funds ((e)(4)) to the Portland/Vancouver Corridor Analysis (Bi-State Task Force Project)

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Council adoption of the attached Resolution No. _____ authorizing the transfer of $170,000 from the City of Portland (e)(4) Reserve to the Portland/Vancouver Corridor Analysis.

B. POLICY IMPACT: This action will supplement the shortage of funds existing in the Unified Work Program (UWP) for the Bi-State Transportation Analysis. Because of funding shortages at the federal level, only $50,000 in the UWP was approved by the U.S. Department of Transportation (USDOT) for the study. The requested funds will make up the shortfall.

C. BUDGET IMPACT: The funds requested will be specifically assigned to the Portland/Vancouver Corridor Analysis for use by Metro, the Clark County Regional Planning Council (RPC) and consultants. Without the allocation of these funds, Metro will face a budget shortfall. Metro has been requested to provide $3,000 as its share of local funds needed to match the $170,000. Staff recommends that this funding be made available at the time of the mid-year budget adjustment.

II. ANALYSIS:

A. BACKGROUND: The Governors of the states of Oregon and Washington have established a Bi-State Task Force to address metropolitan transportation issues affecting the two states. To responsively carry this out, the Task Force will need a large amount of quality information. The Portland/Vancouver Corridor Analysis will be used to generate much of the needed information.

The primary purpose of the Corridor analysis is to provide objective and analytically sound information which, when combined with information generated by the study financed by the state of Washington, can be used as a basis for policy recommendations of the Task Force. This combined information base will be used by the Task Force to answer a number of issues concerning the Portland/Vancouver Corridor and result in recommendations for specific transportation improvements in the Corridor.
FOR THE PURPOSE OF AUTHORIZING )
THE TRANSFER OF CITY RESERVE )
FUNDS (e)(4) TO THE PORTLAND/ )
VANCOUVER CORRIDOR ANALYSIS )

WHEREAS, The Governors of Oregon and Washington have created a Bi-State Task Force; and

WHEREAS, This Task Force has the responsibility of studying and recommending solutions in the I-5 North Corridor; and

WHEREAS, A work program in the amount of $250,000 to carry out the Bi-State Transportation Study has been included in the FY 1981 Unified Work Program (UWP); and

WHEREAS, U. S. Department of Transportation (USDOT) will grant only $50,000 towards the study thereby necessitating an alternate source of funds; and

WHEREAS, The City of Portland has agreed to transfer $170,000 of (e)(4) funds from the City Reserve to the Bi-State efforts to analyze alternative Corridor improvements; and

WHEREAS, The local jurisdiction will provide the local matching funds of $30,000; and

WHEREAS, These cooperative efforts will make up the shortfall; now, therefore,

BE IT RESOLVED,

1. That $170,000 of Interstate Transfer funds be transferred from the City Reserve to the Portland/Vancouver Corridor Analysis.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the authorization set forth herein.
Regional transportation planning is carried out in the Portland/Vancouver Urbanized Area by two Metropolitan Planning Organizations (MPOs) - The Metropolitan Service District (Metro) and the Clark County RPC. The Bi-State Task Force's efforts will complement these regional efforts by focusing on specific issues in the I-5/I-205 Northern Corridor. While a number of corridor improvements have been recommended in the plans produced by the MPOs, there continues to be a question about the adequacy of these improvements over the longer-range future. The Bi-State Task Force will specifically address this question. If additional corridor improvements are found to be needed, the Task Force will prepare recommendations to be considered by the MPOs for inclusion in regional plans and improvement programs. The basic technical information on urban growth and travel patterns used by the Bi-State Task Force is produced by Metro. Clark County RPC is involved in the production and review of this basic information base. The staff from Metro and Clark County RPC will be directly involved in the Corridor analysis by carrying out various technical tasks. In addition, the MPOs are represented on both the Bi-State Technical Subcommittee and the Bi-State Task Force.

A general description of the Portland/Vancouver Corridor Analysis has been included in the FY 1981 Unified Work Program (UWP) and calls for some $250,000 to accomplish the study. A more detailed program will be developed for approval by the Bi-State Task Force for submittal to USDOT. USDOT, because of a shortage of federal funds, will only grant $50,000 under the UWP, thereby necessitating a supplementary source of funds. This supplementary source is proposed to be made up from Interstate Transfer funds and local match. The City of Portland has agreed to transfer $170,000 from its (e)(4) City Reserve to supplement the necessary funds; $30,000 of local match will be provided by the local jurisdiction.

B. ALTERNATIVES CONSIDERED: 1) Tailor the study to the available $50,000 grant (requires USDOT approval); 2) seek a totally new source of funds; or 3) delay or cancel the study.

C. CONCLUSION: Metro staff recommends authorization of the transfer of $170,000 (federal) from the City Reserve to the Portland/Vancouver Corridor Analysis.
3. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

BP/gl
425B/81
MEMORANDUM

Date: October 8, 1980

To: JPACT

From: Andrew Cotugno

Regarding: Regional Transportation Plan

Based upon comments from JPACT, TPAC, the Metro Regional Planning Committee and local planning officials, I recommend delaying adoption of the Regional Transportation Plan. The extended time period will allow a more thorough review of the various components and will provide sufficient time to ensure the adopted system works and to develop needed information on funding requirements. To oversee final development of the RTP, I propose a JPACT special subcommittee be established to meet on a more frequent basis, thoroughly review the materials and bring a recommendation on each component before the full committee.

The proposed review schedule and topics are:

November:  
A. Review "Problem" statement and finalize overall policy direction.
B. Review Tri-Met's 5-year Transit Development Program (TDP) within the context of the long-range transit service strategy. Recommend endorsement by resolution of Tri-Met's TDP; recommend amendment to the Transportation Improvement Program (TIP) to include the capital components of the TDP.

December:  
A. Review and select preferred strategies to increase carpooling; determine role of parking strategies to increase carpooling and transit.
B. Determine feasibility of implementing an Annual Vehicle Inspection Program.
C. Combine recommended control strategies (i.e., transit, carpooling, bicycling, ramp metering, annual vehicle inspection) and recommend adoption of a resolution establishing air pollution reduction targets for each selected strategy.

January:
Date: September 19, 1980
To: JPACT
From: Richard Brandman, Air Quality Program Manager
Regarding: Air Quality Strategy Analysis

Enclosed is a summary of the Transportation/Air Quality Control Strategy Analysis conducted by Metro for the Portland metropolitan area. The metropolitan area currently violates federal clean air standards for ozone, or smog, and is projected to do so through 1987, the year that the federal ozone standard must be met. Metro is responsible for developing a plan that will demonstrate how the region will meet this clean air standard. Failure to meet the standard will result in a loss to the region of capital improvement funds for many transportation and sewage construction projects.

Because one of the major pollutants that lead to the formation of ozone is generated by automobiles, Metro has integrated the air quality planning process into the development of the Regional Transportation Plan. The policy framework outlined in the Regional Transportation Plan will serve to guide air quality planning efforts by identifying those transportation measures which have the most significant impact on reducing traffic, thereby helping to clean the air.

As part of the air quality planning process, Metro has worked very closely over the past two years with a Citizens Advisory Committee composed of representatives of local jurisdictions, public interest groups, industrial associations, and the general public. Metro is now in the midst of a public involvement campaign for the Regional Transportation Plan, which includes information about air quality improvements gained by increasing the efficiency of our transportation system. For information regarding the time and place of meetings, please call Ellen Duke at Metro, 221-1646.

Copies of the Regional Transportation Plan, the Technical Air Quality Analysis Report, a slide show explaining the plan, and other public education materials are also available from Metro. If you have any questions about the air quality planning program, please contact me at the Metro office.

RB: lmk

Enclosure