

## MEETING REPORT

DATE OF MEETING: July 12, 1990

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

PERSONS ATTENDING: Members: Acting Chair George Van Bergen and Jim Gardner (alt.), Metro Council; Bob Post (alt.), Tri-Met; Carter MacNichol, Port of Portland; Tom Bispham (alt.), DEQ; Gary Demich, WSDOT; Wade Byers, Cities of Clackamas County; Scott Collier, City of Vancouver; Bob Bothman, ODOT; Ed Lindquist, Clackamas County; Gussie McRobert (alt.), Cities of Multnomah County; Dave Sturdevant, Clark County; Earl Blumenauer, City of Portland; Roy Rogers, Washington County; and Clifford Clark, Cities of Washington County

Guests: Mike Ragsdale, former JPACT Chair; Felicia Trader, Steve Dotterrer, Ted Leybold and Grace Crunican, City of Portland; Tom VanderZanden and Rod Sandoz, Clackamas County; Keith Ahola, WSDOT; Walt Peck and Bruce Warner, Washington County; George Stillman, Clark County; Kim Chin, C-TRAN; Richard Ross, Cities of Multnomah County; Denny Moore (Public Transit) and Ted Spence, ODOT; Molly O'Reilly, Citizen; Dick Feeney and Laurie Garrett, Tri-Met; Richard Warren, Intergovernmental Resource Center; Richard Devlin, Metro Councilor; Bebe Rucker, Port of Portland; and Craig Lomnicki, Cities of Clackamas County (JPACT alt.)

Staff: Andy Cotugno, Richard Brandman, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: Jim Mayer, The Oregonian

### SUMMARY:

The meeting was called to order and a quorum declared by Acting Chair George Van Bergen. Tom Bispham was welcomed as the new JPACT alternate from DEQ.

### MEETING REPORT

Gary Demich asked that his comments on page 6 of the June 14 meeting report be clarified to read as follows: Gary Demich spoke of high occupancy vehicle (HOV) lanes being used in the

Puget Sound area to shorten the trip time. However, he noted that less than 10 percent of the vehicles use the HOV lanes yet move more than 25 percent of the people.

The minutes were approved as amended.

RESOLUTION NO. 90-1296 - ENDORSING A TRI-MET GRANT APPLICATION FOR A RESEARCH, DEVELOPMENT AND DEMONSTRATION PROJECT

Andy Cotugno explained that UMTA encouraged Tri-Met to participate in this demonstration grant for review of a West German automated command and control system. It is a discretionary grant to determine whether the dispatch system would be applicable for Tri-Met's paratransit services.

Bob Post explained that it is for more efficient dispatching and linking together of rides. After the research aspect of the project, Tri-Met will decide whether to proceed with implementation. Bob indicated that Tri-Met will be able to replace its dispatch system in the next three years and this represents an opportunity to look at a technology that might be adaptable to low density suburban service as well as the transportation disadvantaged.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1296, endorsing a Tri-Met grant application for a research, development, and demonstration project. Motion PASSED unanimously.

RESOLUTION REGARDING PROPOSED TRI-MET/METRO MERGER

Commissioner Blumenauer introduced a draft resolution dated July 11, 1990 (copy attached), asking for JPACT approval as a recommendation to Metro Council at its July 12 Council meeting. The resolution expressed JPACT concerns regarding the proposed Tri-Met/Metro merger. Commissioner Blumenauer questioned the absence of local government participation and involvement in consideration of such action. He noted that JPACT was established to analyze regional transportation matters and felt that JPACT was successful in its role because everyone has been involved. If there is to be an unbiased, thoughtful, balanced and healthy analysis on the benefits of a merger, he felt it should occur at the JPACT table because of its diversity of interests and transportation modes, representation and geographic composition.

Commissioner Blumenauer noted that the Tri-Met merger task force was similar to JPACT but was reduced from a task force to a subcommittee of nine members without local government participation.

It includes: 1 member - Metro Council; 1 member - Metro Executive Officer; 1 member - Tri-Met Board; 1 member - Tri-Met Union; 1 member - AFSCME; 2 members - transit users; 1 member - large payroll taxpayer; and 1 member - small payroll taxpayer.

Commissioner Blumenauer felt this resolution represented an offer of assistance to the Metro Council and would lead to better direction. The resolution recommends that the proposed Tri-Met merger study be conducted by JPACT with the involvement of other interest groups. He acknowledged that another representative who might wish to be included would be one from the transit union. He added that one of the benefits might be a pension change for the bus drivers.

At a time when we are working toward extending the regional transportation system and with the upcoming bond measure for light rail transit, he did not wish to send confusing signals to the voters. He felt that these concerns and considerations should be expressed to the Metro Council.

He then asked for an offer of support to the resolution to help the Metro Council go ahead with this study.

Motion: It was moved and seconded that the draft resolution pertaining to the concerns of the proposed Tri-Met/Metro merger be considered by JPACT for transmittal to Metro Council at its July 12 meeting.

In discussion on the motion, Commissioner Lindquist indicated he served on a legislative task force where this issue was discussed. He echoed Commissioner Blumenauer's concerns as to the timing of the LRT proposal and what would happen to JPACT. The Legislature would want to make sure that all financial responsibilities could be assumed by Metro if the merger took place.

Commissioner Rogers wanted participation by Washington County as well.

Chair Van Bergen reported that the proposal emerged at a Council meeting a few months ago and was referred to the Intergovernmental Relations (IGR) Committee but no action has been taken by that committee. He concurred that JPACT is a planning group and noted that its concerns would be addressed at the July 12 Metro Council meeting.

Mike Ragsdale indicated that the intent of the IGR Committee was to look at how the merger could be accomplished. On the issue of whether it should be a task force or a subcommittee activity, it was set up as a subcommittee of IGR so that recommendations are

directed to the Metro Council. There was no malice intended in removing the jurisdictions from the committee as it was felt there would be jurisdictional involvement during the hearings process. A recommendation on how the activities ought to proceed is due to Metro Council by December 31, 1990. Mike felt it would be valid to discuss whether or not JPACT should conduct the study at the Metro Council meeting.

Commissioner Blumenauer acknowledged that he planned to offer testimony at the July 12 Metro Council meeting. Commissioner Lindquist felt that JPACT or JPACT and a Metro Council committee should conduct the study.

Commissioner Blumenauer raised another concern relating to how Metro operates. He felt it was wrong that JPACT was not even considered for comment or notified regarding this proposal. He cited the need for local government participation as a better way of conducting the study. He felt that friends of the agency who want Metro to succeed ought to be included and that it is a part of the regional process.

Action Taken: The motion to refer the draft resolution to the Metro Council at its July 12 meeting PASSED unanimously.

RESOLUTION NO. 90-1300 - ESTABLISHING A REGIONAL COMPACT DEFINING THE POLICY FRAMEWORK FOR DETERMINING HOW TO MEET THE REGIONAL SHARE OF THE FUNDING REQUIREMENTS FOR LRT PROJECTS AND ENDORSING A FUNDING PLAN FOR THE WESTSIDE CORRIDOR PROJECT AND INITIATION OF AN EAST PORTLAND/CLACKAMAS COUNTY PROJECT

RESOLUTION NO. 90-1301 - ENDORSING TRANSPORTATION FINANCING MECHANISMS

Andy Cotugno highlighted the Transportation 2000 finance recommendations, as outlined in his memo to JPACT. He indicated that the actions taken by the T-2000 Committee were reflected in the two resolutions being introduced.

Resolution No. 90-1300 would endorse a Regional Compact for financing of the LRT projects and endorse proceeding with a financial plan. Andy then reviewed the components of the Regional Compact.

Resolution No. 90-1301 represents the concept of what will be included in the Intergovernmental Agreement. It commits pursuit of the following funding measures: 1) a local option vehicle registration fee for a Regional Arterial Fund; 2) a regional funding measure for construction for an East Portland/Clackamas County project; and 3) increased funding for expanded bus and LRT

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service.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1300, establishing a Regional Compact which defines the policy framework for determining how to meet the regional share of the funding requirements for light rail projects and endorsing a funding plan for the Westside Corridor project and initiation of an East Portland/Clackamas County project.

In discussion on the motion, Commissioner Sturdevant asked for clarification regarding the lack of mention of Clark County in definition of the region. He also commented that he felt it was premature that right-of-way purchase is being considered in budgeting scenarios prior to the analysis. Andy responded that the reference to include Clark County is within the policy framework; if there is a project that extends across the river, Clark County would be included in a funding package. It is also recognized that there isn't a concrete recommendation for the East Portland/Clackamas County project, and that these funds would be available to do that analysis and to purchase right-of-way if a "build" decision is made at a later date. Andy clarified that it is not a commitment to purchase right-of-way.

Commissioner Sturdevant spoke of UMTA's remarks about the Unified Work Program. Andy indicated that an oral agreement has been reached with UMTA based on UWP review. They have acknowledged that such studies should move forward but they recognize that funding will be made available when the project is more defined.

Mayor McRobert questioned going to the voters with a package that is not clear or one that would damage our relations with UMTA. Andy Cotugno responded that the polling indicates that this kind of package would receive the best support and noted that constructing one corridor and initiating another is a prudent approach that the voters seem to prefer. Commissioner Blumenauer concurred that concentrating efforts on the Westside is the right thing to do while some work is initiated on the other alignments. It states a commitment on the essential link to Clackamas County. Because of the vagaries of federal funding, the money would be placed into a reserve until the Alternatives Analysis is done. Gary Demich questioned whether we would be doing anything that is inappropriate or damaging to our relationship with UMTA.

Andy pointed out the need to ensure future construction eligibility. He indicated that, in UMTA's eyes, we are in a "Catch 22" situation. They don't want you to proceed until you have the resources for the project in place yet they also don't want you to predetermine the outcome of studies. Andy explained that those jurisdictions with an ongoing funding source are the most

successful in the federal Alternatives Analysis and LRT funding process.

The motion PASSED unanimously.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1301, endorsing transportation financing mechanisms.

Mike Ragsdale pointed out that, prior to approval, the following corrections should be made to Exhibit A of Resolution No. 90-1301:

- . Under clause E-1, the sub-funds should be designated a through e;
- . Paragraph E-3 should read: "Three-quarters of the remaining net proceeds will be allocated to the four jurisdictional sub-funds (a through d) on the basis of their pro-rata share of regional vehicle registrations."
- . Paragraph E-4 should read: "The remaining one-quarter of the net proceeds shall be allocated to the Regional Fund (Fund e)."

The motion PASSED unanimously for approval of Resolution No. 90-1301 with corrections to Exhibit A as noted above. Motion PASSED unanimously.

Chairman Van Bergen noted his appreciation to the T-2000 Committee for their efforts.

#### TRIBUTE TO MIKE RAGSDALE

As a farewell to Mike Ragsdale as outgoing JPACT Chair, Acting Chairman Van Bergen presented him with a caricature showing Mike advancing into the sunset with the Westside light rail. George spoke of JPACT's appreciation for stewarding the committee and the efforts he made on its behalf.

Mike noted that the region and the committee are moving forward and that he was appreciative of being a part of it.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma  
Dick Engstrom  
JPACT Members

Attachment