

MEETING REPORT

DATE OF MEETING: April 13, 1989

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

PERSONS ATTENDING: Members: Mike Ragsdale, Bob Bothman, Pauline
Anderson, Wade Byers, Jim Gardner, Scott
Collier, Clifford Clark, Bob Post (alt.), Ed
Lindquist, Carter MacNichol (alt.), John
Magnano, Nick Nikkila (alt.), and George
Van Bergen

Guests: Richard Devlin (JPACT alt., Metro
Council); Dick Feeney, Lee Hames and Ross
Roberts, Tri-Met; Don Adams (JPACT alt.), Ted
Spence, and Denny Moore (Public Transit),
ODOT; Richard Ross, City of Gresham; Molly
O'Reilly, Forest Park Neighborhood Associa-
tion; Peter Fry, Rick Parker, and Michael
Love, Central Eastside Industrial Council;
Gil Mallery, IRC of Clark County; Steve
Dotterer, City of Portland; Susie Lahsene,
Multnomah County; and Tom VanderZanden,
Clackamas County

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

MEDIA: None

SUMMARY:

The meeting was called to order by Chairman Mike Ragsdale.

MEETING REPORT OF MARCH 9, 1989

The March 9 JPACT meeting report was approved as written.

STATUS OF LEGISLATIVE PROGRAM

Dick Feeney of Tri-Met provided an overview of the following
legislation:

- . SB 475 (LRT construction fund)
- . SB 476 (payroll tax extension)
- . SJR 12 (constitutional amendment for local option vehicle fee)
- . HB 3209 (cigarette tax increase for elderly and handicapped
transportation)
- . HB 3446 (local option vehicle fee for roads)
- . HB 3447 (state gas tax and vehicle registration fee increase)

- . HB 5043 (transit capital legislation pertaining to Energy Department budget)
- . HJR 34 (amendment to Constitution for fuel tax proceeds use for public transportation)
- . HJR 36 (amendment to Constitution subject to voter approval for use on ground transportation facilities) -- adds "rail" to definition of transit, authorizing a tax on private use of public railroads
- . HB 2557 (tax on video games for state transit capital)
- . HB 3055 (5 percent tax on tire sales/auto batteries for public transportation capital improvements)
- . HB 3056 (relating to bus acquisition by Public Transit Division -- addresses transit capital)
- . HB 5045 (General Fund monies for Public Transit Division for biennial expenses)

Mike Ragsdale then reported on the status of the Transportation 2000 Committee meetings. He noted that it is struggling to keep the funding package intact. He encouraged attendance at the next meeting on April 20 at 7:45 a.m.

Bob Bothman concurred in the need for the Transportation 2000 group to pull together in a summit meeting to renew its sense of purpose. He also felt that they were losing ground in the effort, noting that small parts of the funding package were breaking down. Clifford Clark stated that the cities of Washington County had some difficulty in figuring out how to support the payroll tax. He noted that the benefits and costs have been laid out but that it represents a substantial package for the smaller cities. However, Forest Grove has adopted the entire package and, if the payroll tax were passed but the gas tax dropped, that support might be withdrawn.

Bob Bothman reported on a Highway User Federation meeting he attended at which the Oregon Trucking Association expressed opposition to the Transportation 2000 package. A motion was made by that group against the funding package, but the motion failed.

Commissioner Lindquist noted that most of the state legislators are representatives of the smaller counties and that a proposal for bargaining purposes has been developed which will be presented before the Transportation 2000 group. A joint AOC/LOC meeting is scheduled for April 24.

FY 90 UNIFIED WORK PROGRAM

Andy Cotugno elaborated on the errata sheet replacement for the Westside light rail project for incorporation in the FY 90 UWP in

response to UMTA's comments regarding preliminary engineering and the Environmental Impact Statement.

With regard to the Eastside Alternatives Analysis, Andy noted that both a Milwaukie and an I-205 analysis have been proposed. However, UMTA has informed us that we will not be able to proceed with both corridor analyses at the same time if Section 3 funds are utilized. UMTA will not allow us to proceed on the Milwaukie corridor until the Westside has received a full-funding agreement.

Mike Love, Chair of the Central Eastside Industrial Council Parking and Transportation Committee, reported that the CEIC has been supportive of light rail and its overall goals. He distributed a letter from the Council expressing concern regarding the Eastside LRT work element and the possibility that the analysis might result in a single preferred alignment. He emphasized the need of a light rail alignment through Southeast Portland (from Milwaukie through Southeast Portland) as critical to Portland's Central City Plan. His council was concerned that limited funds might be diverted for planning efforts in the North Macadam area as opposed to the McLoughlin Corridor north of Milwaukie.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1071 approving the FY 1990 Unified Work Program. Motion PASSED unanimously.

Councilman Collier and Commissioner Magnano expressed appreciation to Tri-Met, ODOT and Metro for the cooperative working relationship in resolving the bi-state issues, as incorporated in the Unified Work Program. There was concurrence that the bi-state study will now be undertaken with a regional approach.

CERTIFICATION OF THE PORTLAND METROPOLITAN AREA FOR COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Andy Cotugno clarified that this Resolution is a companion Resolution to the UWP and needs to be adopted by the State Highway Engineer as well.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1072 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Motion PASSED unanimously.

REVIEW OF SUBURBAN TRANSIT STUDY

Ross Roberts, Project Manager of the Suburban Transit Study from Tri-Met, provided an overview of the Suburban Transit Study. He stated that the impetus of the study was provided by the Tualatin Valley Economic Development Corporation. Consultant for the study was the firm of Crain & Associates.

Ross indicated that the study allowed Tri-Met to address community concerns and more cost-effective ways to serve the suburbs. He then reviewed the findings of the study, which included the recommendation for implementation of a dial-a-ride demonstration project, the conclusions that the suburbs are well served today; that the conventional fixed route service will continue to be the dominant mode; that contracted small bus service is the most cost-effective method to serve certain low-demand areas; that demand-responsive service is the least total cost alternative to extend service to low-demand areas; that implementation of contracted small bus service and demand responsive service would reduce total systemwide subsidy; that subcontracting for demand-responsive transit is permitted to a certain extent under the present labor agreement; and that land use/transit coordination should be improved to make developments more transit-supportive.

Clifford Clark felt that one exception he took to the report concerns the fact that some of the corridors in Washington County are well served while others are not. He also noted that the income level in Washington County varies and that while many of its residents are in the upper-income level, many are not.

During discussion, it was noted that it would cost approximately \$250,000 to develop the demonstration project within a specified area. Anticipated fare revenues would reduce the needed operating subsidy to approximately \$175,000.

Chairman Ragsdale took exception to the statement in the report that "the suburbs are well served today" and felt the statement should be removed or qualify it to read "along certain corridors."

Councilor Devlin questioned whether the demand for suburban service is driven by actual demand for service or a demand for equity and how it is paid for. It was noted that there is a need for additional service, but the tax structure is such that employers don't feel that they are getting their money's worth.

JPACT
April 13, 1989
Page 5

A discussion followed on the need for the Tri-Met Board to establish some goals for suburban services. Chairman Ragsdale suggested developing a strategy for land use planning that would be coordinated with Tri-Met's planning efforts for transit.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
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Dick Engstrom
JPACT Members