

## MEETING REPORT

DATE OF MEETING: December 2, 1981

GROUP/SUBJECT: Joint JPACT/Metro Council Briefing on the  
Regional Transportation Plan

PERSONS ATTENDING: Metro Council:  
Bob Oleson, District 1  
Charlie Williamson, District 2  
Corky Kirkpatrick, District 4  
Jack Deines, District 5  
Jane Rhodes, District 6  
Betty Schedeen, District 7  
Ernie Bonner, District 8  
Cindy Banzer, District 9  
Bruce Etlinger, District 10  
Marge Kafoury, District 11  
Mike Burton, District 12

JPACT:  
Bob Bothman, ODOT  
Dennis Buchanan, Multnomah County  
Larry Cole, Cities in Washington County  
Jim Fisher, Washington County  
John Frewing, Tri-Met Board  
Al Myers, Cities in Multnomah County  
Mildred Schwab, City of Portland  
Vern Veysey, Clark County  
Bill Young, Department of Environmental Quality

Guests: Ted Spence, ODOT; Gil Mallery, Regional  
Planning Council of Clark County; Winston Kurth,  
Clackamas County; Bob Blensly, ODOT - Salem;  
Dick Feeney, Tri-Met; Bebe Rucker, Multnomah  
County; Paul Bay, Tri-Met; Marty Nizlek, Wash-  
ington County; Sarah Salazar, Port of Portland;  
Steve Dotterrer, City of Portland; John Price,  
FHWA; and Jane Cease, State Representative

Staff: Rick Gustafson, Andy Jordan, Peg Henwood,  
Andrew Cotugno, Terry Bolstad, Keith Lawton,  
Dick Walker, Bob Hart, James Giesecking, Bob Haas,  
Rod Sandoz, Dick Bolen, Richard Brandman, Dave  
Kline (ODOT), Clyde Scott, John Cullerton, Dan  
La Grande, and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

Charlie Williamson opened the meeting by welcoming everyone and re-  
viewing the format for the evening.

Andy Cotugno stated that the purpose of the meeting was to review with policy-makers the contents of the Regional Transportation Plan, emphasizing that detailed staff review will follow with formal release of the Plan in January. The tentative schedule of the RTP is as follows: staff review in January/February followed by a public hearing the end of February; TPAC review of comments during March; local endorsements in March; and adoption in April. Andy indicated that the RTP is in a preliminary draft stage and that this get-together was scheduled for information purposes only.

Andy explained that the focus of the Plan is targeted at "making the regional system work". He pointed out that it does not focus on the sub-regional system. Emphasis in the Plan is placed on the inter-related functions of Highway, Transit, and Demand Management programs. The RTP will provide a regional framework for development of the highway and transit systems. The intent of the Plan is to 1) capture the policy direction already being followed for transportation improvements based upon previous transportation decisions; 2) provide a package of transportation improvements needed to serve expected growth while "making the regional system work"; 3) provide an order of magnitude estimate of public investment cost; and 4) present a compelling case for the need to develop new funding sources.

Andy then reviewed what adoption of the RTP by Metro would represent in terms of major policy actions:

- 1) Endorsement of the interrelated roles of the Highway system, Transit system and Demand Management programs;
- 2) Endorsement of the Principal and Major Arterials, Regional Transit Trunk Routes and Regional Transitways;
- 3) Endorsement of the order of magnitude transportation investment needed to serve expected growth;
- 4) Endorsement of the need for and intent to seek new revenue sources; and
- 5) Endorsement of the 20-district Population and Employment forecasts as the basis for regional transportation decision-making.

A capsulized review of each chapter in the RTP was presented. Andy emphasized that the Plan's objective is to design a highway system that would provide mobility to the fast growing Portland metropolitan area, that would ensure access to jobs and shopping, and provide an adequate system for the movement of freight into the industrial areas.

Maps were displayed at the briefing showing Principal Routes and Major Arterials that are in accordance with the various jurisdictions' comprehensive plans. (Councilman Larry Cole noted that



Canyon Road was inadvertently omitted from the map.) Another map displayed regional transit trunk routes, potential transitway routes, and transit centers for the long-range transit system. Andy cited the need to provide a regional trunk route in each corridor of the regional system and also to protect our ability to provide light-rail transit service in the future.

It was stressed that this Plan represents a prudent, down-to-basics system inasmuch as all the highway projects in the Plan have previously been downscoped by their respective jurisdictions; no new major highway corridors were envisioned and a very "productive" transit system is envisioned (recovering more costs from the fare-box).

Following this portion of Andy's presentation, Representative Jane Cease, Chairperson of the House Transportation Committee of the Oregon Legislature, made a presentation on the upcoming gas tax levy (Ballot Measure #4) which she encouraged every jurisdiction to support. Effective the first of January, a 1¢ gas tax has been enacted for which all jurisdictions will receive revenue sharing. An additional 3¢ gas tax is being placed on the ballot in May, 1982; the first 1¢ increment would be added on in July of 1982, the second in July of 1983, with the last 1¢ increment in July of 1984. She cited the importance of getting the measure passed as a means of attaining the objectives of the Regional Transportation Plan. She asked for any support, contributions, and endorsements to help get the measure passed.

The meeting then broke for dinner after which Andy presented information on the financing and cost of the Plan.

Andy reviewed highway revenue sources over the next twenty years (taking into account the matter of inflation) for the Portland metropolitan area. He spoke of our dependency on the fixed-rate gas tax as a major source of revenue. Mention was made of the following other minor sources of income to the individual jurisdictions: Multnomah County's 3¢ gas tax; Washington County's 1¢ gas tax; Washington County's three-year \$27 million serial levy; miscellaneous receipts from forestry, parking meters, etc.; the 6% employer payroll tax to Tri-Met; and Federal funding for capital improvements (including Interstate Transfer funds, Interstate funds, miscellaneous Federal highway funds such as Urban and Primary, Section 3 transit capital assistance, and Section 5 transit operating assistance).

Andy stressed the fact that only about one-third of our buying power will be realized by the year 2000 because of inflation (assuming it continues at 10 percent per year). New sources of revenue will have to be explored to accommodate the anticipated

funding shortfall. The primary sources of transit revenue available at this time are the payroll tax and farebox revenue, which both keep up with inflation.

Andy further spoke of the consequences of accepting the No-Build and not investing in transportation.

The Plan assumes that 80 percent of all capital expenditures are available for transit from Federal match sources. Commissioner Schwab asked if the LRT Plan would be achieved if 80 percent of the funding were not provided by the Federal Government. Andy said that if the funding were not provided, the light-rail would not be built unless other measures were taken to provide the needed funds, such as a local financing package. Ernie Bonner questioned the total cost of the Plan in terms of highways and transit. Andy stated it would be \$600 million for highway capital construction projects and, with the bus expansion on the Westside, \$460 million worth of transit capital costs. A 50 percent shortfall is anticipated for the highway program (assuming inflation). Andy pointed out that operating and maintenance expenses are included in the estimate. John Frewing asked if the estimate could be translated into a per capita charge per year in relation to a gas tax, property tax, etc., adding that he felt it would be easier to relate to. Commissioner Buchanan expressed the same concerns. Andy felt that the key on the highway funding is not to try to talk in terms of dollar amounts because of the inability of people to comprehend inflation. Of primary importance is the fact that the revenue source itself is not elastic; its relationship to inflation is the prime element.

Martin Nizlek reported that the State of Arizona has established their gas tax on a percentage basis of the average price per gallon. It was noted by others that seven states have established such a program.

Ernie Bonner expressed the need to incorporate possible sources of revenue in the RTP for transportation needs of the future. He felt it was important when approaching Congressmen for financial support that the jurisdictions and the State have previously explored the various funding avenues available. He added that this might be a consideration of the Metro Council prior to approval of the Plan.

Charlie Williamson indicated that Council would have to determine whether it wished to adopt the Plan at this time and then, in the course of the next few years, investigate areas of financing it.

Rick Gustafson spoke of the need for the jurisdictions to feel comfortable with the functional elements of the Plan which represent the framework for transportation decisions in our region. He suggested that the adopted plan could serve as a platform to address



JPACT/Metro Council  
December 2, 1981  
Page 5

the financial issues and should not be delayed due to the lack of a planned financial package. He agreed that the financial analysis was an important decision for the jurisdictions to deal with in greater depth at a later time.

Local jurisdictions were asked to review the Plan during January and February with endorsement anticipated during the month of March. Charlie Williamson asked that any questions relating to the draft of the Regional Transportation Plan be directed to Andy Cotugno at Metro, and written comments were requested.

There being no further business, the briefing was adjourned.

REPORT WRITTEN BY: Lois Kaplan

AC:lmk