

MEETING REPORT

DATE OF MEETING: April 9, 1987

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

PERSONS ATTENDING: Members: Richard Waker; Bonnie Hays; Vern Veysey; Ed Ferguson; George Van Bergen; Lloyd Anderson; Fred Hansen; Earl Blumenauer; Linore Allison; Gretchen Kafoury (alt.); Robert Schumacher; Marjorie Schmunk; Eldon Edwards (alt.); and Bob Bothman

Rena Cusma, Executive Officer

Guests: Bebe Rucker, Port of Portland; Ted Spence and Rick Kuehn, ODOT; Susie Lahsene, Multnomah County; Lee La Fontaine, Public Transit Division of ODOT; Peter Fry, Central Eastside Industrial Council; Geraldine Ball, I-5 Corridor Transportation Committee; Steve Dotterer, City of Portland; Frank Angelo and Bruce Warner, Washington County; Richard Feeney, Cynthia Weston and Bob Post, Tri-Met; Gary Spanovich and Ed Lindquist, Clackamas County; and Ray Polani, Citizens for Better Transit

Staff: Andrew Cotugno, Richard Brandman, Cathy Thomas, John Cullerton, Bill Pettis, Karen Thackston, Leigh Zimmerman and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker introduced and welcomed Marge Schmunk to her first meeting of JPACT representing the cities in Multnomah County.

MEETING REPORT OF MARCH 12, 1987

The Meeting Report of the March 12 JPACT meeting was approved as written.

AMENDING THE TIP TO INCLUDE A SECTION 6 TRI-MET DEMONSTRATION PROJECT

Richard Brandman reported that UMTA has urged that Tri-Met be more aggressive in seeking private-sector transportation providers. This project is responsive to UMTA's request and would provide funding for one year to two private transit operators for late-night owl service and for service to southwest Portland. At a later date, the transit district will evaluate each route to determine whether private-sector

service is more cost-effective. It was noted that no Tri-Met funds are involved.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-752 amending the TIP to include a Section 6 Tri-Met demonstration project. Motion CARRIED unanimously.

APPROVING THE FY 1988 UNIFIED WORK PROGRAM

Andy Cotugno noted that the FY 88 Unified Work Program had previously been reviewed and asked for additional comments.

Action Taken: It was moved and seconded to recommend Resolution No. 87-754 approving the FY 1988 Unified Work Program.

During discussion, Commissioner Kafoury made reference to the RTP Update and Refinement relating to the update of the transportation system requirements in East Multnomah County. She did not feel it indicated the importance of the I-84/U.S. 26 project. Andy Cotugno stated that it is not a minor level of effort and that he expected Metro support to continue until its conclusion.

Bob Bothman indicated his support for adopting the work program but commented on the possibility of some kind of transportation initiative that might be introduced into the work program at a future date.

In calling for the question, the motion CARRIED unanimously.

CERTIFICATION OF PORTLAND METROPOLITAN AREA TRANSPORTATION PLANNING REQUIREMENTS

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-755 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Motion CARRIED unanimously.

AMENDING THE SECTION 3 "LETTER-OF-INTENT" PROGRAM AND AUTHORIZING THE ADDITION OF TWO NEW PROJECTS

This resolution would amend the Section 3 Letter-of-Intent Program in the Transportation Improvement Program to: 1) authorize funding for a transit station at Portland International Airport and Lake Oswego; and 2) extend the program to 1992.

Andy Cotugno then reviewed the status of the program as outlined in the Staff Report.

One of the concerns noted by George Van Bergen is the general match situation in support of transit projects faced by the small cities and the need to address that issue.

Commissioner Hays questioned whether the \$2.3 million set aside for TSM improvements in Washington County was initially a part of the Westside e(4) Reserve, and reminded the Committee of Washington County's former exchange of funds.

This program has been re-evaluated to ensure that projects previously authorized can be fully committed and, if not, to define some alternate projects as back-up. A discussion followed on the priorities of the projects and how to ensure that the funds are not lost due to lack of match. Also questioned was the status of Tri-Met's Section 9 funds and whether they are sufficient to fund the routine capital needs.

Andy suggested that additional projects should be identified to allow for recognition of a reserve set of projects that have a firm match commitment. There was consensus that projects should be monitored more closely to ensure the Section 3 funds are not lost and to gain a reaffirmation on whether funding commitments will materialize. The possibility of setting a cutoff date to establish certainty on match commitments was discussed further.

A discussion followed on the need for a contingency fund that would assist small cities with match difficulties, the question of whether or not an extension of the Section 3 Letter-of-Intent Program should be sought, the need for jurisdictions to establish their real regional priorities and the possibilities of providing match for those projects, and the need to identify what the other options are.

Fred Hansen questioned the value in not seeking an extension of the Section 3 Program in that it might be more beneficial in getting the money allocated now and that, once a target date is established, you manage to work within those limitations. Bob Post indicated that funds cannot be tied up with the Federal Government unless local match is identified. Mr. Hansen felt that a reasonable timeframe should be placed on the program.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-753 amending the Section 3 Letter-of-Intent Program and authorizing the addition of two new projects in the Transportation Improvement Program. In addition, the Committee agreed that the following information be provided by the jurisdictions:

- . An assessment of the likelihood of securing local match commitments on the remainder of the program;
- . An assessment of which of the remaining projects are of highest regional priority; and

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- . A list of candidate replacement projects for which a match commitment can be secured in the event a reallocation of a portion of these funds is necessary.

Motion CARRIED unanimously.

STATUS REPORT ON LRT CORRIDORS

Richard Brandman provided highlights of his summary findings on the Milwaukie, Bi-State, I-205 and Sunset light-rail corridor studies. He informed the Committee that the studies have been ongoing for three years, cited the fact that there are methodology and population/employment changes, and that the data will be updated in the next three months.

It was noted that light rail is generally more costly to construct than expanding bus service. However, on a life cycle basis, the longer life of the equipment and the operating cost savings of the rail tend to offset the higher "up-front" costs. The objectives of the study are to determine which corridors should be pursued at this time, what the combined effect of a regional LRT system is, what ridership is projected in each corridor as well as for the entire system, and what the priorities for implementation are. Mr. Brandman indicated that the Barbur Boulevard corridor would be studied as well.

Chairman Waker thanked Mr. Brandman for his presentation.

STATUS REPORT ON TRANSPORTATION-RELATED LEGISLATION

Dick Feeney, Executive Director of Public Affairs and Marketing at Tri-Met, provided an overview of the many transit bills pending at the State Legislature. In particular, he encouraged support of Senate Bill 773 that would allow the mass transit district to levy a payroll tax on employees/employers in the tri-county area. Mr. Feeney explained that Senate Bill 773 would provide for the broadening of the tax base for mass transit and its passage has become Tri-Met's highest priority. Senators Cease and Monroe are sponsors of the bill. It was noted that JPACT encouraged Tri-Met to seek an additional tax base last year.

Ray Polani, representing the Citizens for Better Transit, reported that SJR 19 proposes amending the Oregon Constitution to allow use of certain highway fund monies for ground transportation facilities, and encouraged monitoring of that bill.

Bob Bothman stated that the Price-Waterhouse Study indicated that there will be a shortfall in the Six-Year Highway Improvement Program of \$4 billion for meeting minimum requirements. He reviewed the package being considered that included a gas tax, weight-mile tax and registration fee to meet 15 percent of the unmet needs. He noted that it is down to a 2¢ gas tax increase for each of the next three years,

an equivalent weight-mile tax and a doubling of the registration fee.

Mr. Bothman briefed the Committee on a state priority proposal to establish four or five major corridors (proposed by the Governor) for principal primary facilities. Initially, the proposal was for a 50/50 split but is now proposed at a 50/30/20 split on the first 2 cents and 68/20/12 on the next 4 cents and registration fees. Under this proposal, he raised concerns for the local governments who will only receive \$450 million. One-third of the package (\$750 million) over the next 10 years is targeted to the Interstate system; \$500 million for the priority corridors with \$130 million for the Six-Year Program; and \$250 million is built into the program to enhance the Six-Year Program. Mr. Bothman emphasized the seriousness of the problem with an anticipated 4 percent inflation rate. He indicated support from the AOI, Farm Bureau, the truckers, the counties and AGC. AAA has noted reservations because of its scale, and the cities are drafting their own proposal and trying to revive the Urban Arterial Program.

TRIBUTE TO COMMISSIONER SCHUMACHER

This being Commissioner Schumacher's last JPACT meeting, Chairman Waker commented on his longstanding and significant efforts on behalf of the region and wished him well in his new position with the State of Oregon. A caricature of the commissioner was presented depicting the path to Salem where he will assume the position of Administrator of the Intergovernmental Relations Division.

Commissioner Schumacher announced that Ed Lindquist would serve as the next representative from Clackamas County on JPACT.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members