

MEETING REPORT

DATE OF MEETING: November 13, 1986

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

PERSONS ATTENDING: Members: Richard Waker; George Van Bergen; Lloyd Anderson; Pauline Anderson; Ed Ferguson; Linore Allison; Wes Myllenbeck; Larry Cooper; Larry Cole; Tom Bispham (alt.); Marv Woidyla; Fred Miller and Ron Thom

Guests: Ted Spence and Mary Volm, ODOT - Metro Branch; Denny Moore and Lee LaFontaine, ODOT - Public Transit Division; Lee Hames, Tri-Met; Ray Polani, Citizens for Better Transit; Bonnie Hays, Washington County Board of Commissioners; Keith Ahola, WSDOT; Geraldine Ball, CWFF; Gary Spanovich, Clackamas County; Susie Lahsene, Multnomah County; and Steve Dotterer, City of Portland

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno; Karen Thackston; Richard Brandman; Keith Lawton; and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF OCTOBER 9, 1986

The Meeting Report of the October 9 JPACT meeting was approved as written.

AUTHORIZING FEDERAL-AID URBAN FUNDS TO FACILITATE EXPANSION OF METRO'S TECHNICAL SERVICES TO CLACKAMAS, WASHINGTON AND MULTNOMAH COUNTIES

This Resolution authorizes \$222,480 of Federal-Aid Urban funds, to be released to ODOT in exchange for state funds, used to expand Metro's technical assistance capabilities for Clackamas, Washington and Multnomah Counties. It would provide hardware and staff necessary to support the increased level of service needed for traffic forecasting. One additional Metro staff person would be hired to assist the counties over a two-year period, and that position would be re-evaluated at a later date.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-700 authorizing Federal-Aid Urban funds (in exchange for state funds) to facilitate expansion of Metro's technical services to Clackamas, Washington and Multnomah Counties. Motion CARRIED. Fred Miller abstained because specific details of the trade were yet to be worked out with ODOT. However, he was supportive of the Resolution if it involved an even exchange of funds for all parties.

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ENDORISING THE CONCLUSIONS AND RECOMMENDATIONS OF THE OREGON ROADS AND
TRANSIT FINANCE STUDIES

A revised Attachment B to Resolution No. 86-701 was distributed with Andy Cotugno highlighting the changes. Attachment B will serve as the framework for future legislative programs on road finance.

Andy reviewed the short-term transit finance and long-term roads finance recommendations as defined on Attachments A and B, respectively. To meet the region's transportation needs, there will be a reliance on transit and highway finance if there is to be a balanced overall regional program.

Andy Cotugno reported that this proposal will be submitted to the Legislature on November 19 and that similar endorsements are expected from the Association of Oregon Counties and the League of Oregon Cities.

Reference was made during discussion to the 6-cent level of the highway revenue package at which point an Urban Arterial Fund would be established. The parameters of the Urban Arterial Program would be drawn by state statute and would provide for capital improvement on urban arterials and collectors -- not as a replacement for the state Modernization Program.

The overall recommendation for roads finance allows the state's Modernization Program to expand from a \$40 million per year program (currently for five years) to a potential \$80 million per year level, as well as better meeting its maintenance and preservation needs.

In response to questions about reporting progress to the Legislature, Andy indicated that two mechanisms would be used: 1) the Pavement Condition report prepared by AOC, LOC and ODOT; and 2) reporting on capital improvements funded through the State Modernization Program and Urban Arterial Program.

Rick Gustafson felt that each jurisdiction should be apprised that the statewide needs will draw on the first 5 cents of the financial package, and cited the importance of each jurisdiction enlisting legislative support of this proposal to go beyond 5 cents and include an Urban Arterial Program. He also spoke of the disappearance of the Interstate Transfer funds and the need for the Urban Arterial Program in this area. He felt the emphasis to the Legislature should be that the financial proposal represents a full-funding package.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-701 endorsing the conclusions and recommendations of the Oregon Roads and Transit Finance studies. Motion PASSED unanimously although Mayor Woidyla asked that the record indicate he did not feel that the cities of Multnomah County received their proportionate share of benefits in relation to the rest of the region because of the city/county agreement on road funds.

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SURFACE TRANSPORTATION ACT

Fred Miller reported on the annual AASHTO meeting at which concern was expressed over the failure to enact the Surface Transportation Act. He cited the possibility of another two to three months before the bill's passage and indicated that would mean the Highway Trust Fund would be running out of obligational authority. The bill is delayed by issues such as the 55 mph speed limit and beautification efforts. The state is evaluating its impact on Oregon and the jobs that might be jeopardized pending the bill's passage.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members