

## MEETING REPORT

DATE OF MEETING: August 7, 1986

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

PERSONS ATTENDING: Members: Acting Chairman George Van Bergen; Dick Pokornowski; Wes Myllenbeck; Robert Schumacher; Marv Woidyla; Gretchen Kafoury (alt.); Bob Bothman (alt.); Linore Allison; Larry Cole; Ron Thom; and Larry Cooper

Guests: Grace Crunican, City of Portland; G.B. Arrington and Bob Post, Tri-Met; Roz Daniels, Cities of Clackamas County; Doug McClain, Clackamas County; Dennis Moore, ODOT (Transit Division); Geraldine Ball, DJB, Inc.; Peter Fry, Central Eastside Industrial Council; Gil Mallery, IRC of Clark County; Bebe Rucker, Port of Portland; and Martin Winch, Multnomah County

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno; Richard Brandman; Scott Higgins; Rishi Rao; Karen Thackston; and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

Acting Chairman George Van Bergen opened the meeting and welcomed new JPACT member Gretchen Kafoury representing Multnomah County.

### MEETING REPORT OF JULY 10, 1986

The Meeting Report of the July 10, 1986 JPACT meeting was approved as written.

### STATUS OF THE ROADS AND TRANSIT FINANCE STUDIES

Andy Cotugno presented an overview on the Transit and Roads Finance studies being conducted statewide. He defined the critical "highway" needs of the metropolitan area for which recommendations will be developed for the upcoming Legislature. He then reviewed the assumptions and factors used in the forecast, depicted similarities and differences from the rest of the state, and highlighted funding options for consideration.

On the "highway" side, Andy pointed out that needs are associated with growth in the metropolitan area and trying to accommodate that growth and noted that the available revenue will not meet the backlog of needs (\$300-400 million of a \$1 billion modernization need remains unfunded).

Issues raised included whether funding resources should be targeted toward categories or targeted more functionally or geographically.

Rick Gustafson said that the state has started discussions on revenue sources and would like input from JPACT from which to base legislative proposals for the next session. It therefore is important to establish what types of revenues are needed for "highway" and "transit". He stressed the importance of good communication between the region and the state. Rick urged the Committee to support some type of revenue increase, emphasizing the continuing needs for maintenance and operations, an Urban Arterial Program that would meet arterial construction needs, and a process by which funds could be allocated and controlled by the local governments of this region. He proposed a gas tax that would set aside funds for an Urban Arterial Program.

Gil Mallery reported that the State of Washington has created a new institution, an Arterial Board, which administers such a fund. He also indicated that a 5-cent increase is in the offing in the state of Washington.

Regarding the institutional arrangement, Rick Gustafson felt that we have a system in place that works (JPACT) and did not see the need to create a new process. He did, however, feel that a plan would be needed for entitlement to such funds, and would require a cooperative process to establish priorities.

Grace Crunican did not want to rule out creating an Urban Arterial Board, but questioned the allocation of such funds based on population alone. She felt that there would be need to establish where the needs are, who owns the arterials, and where problems overlap.

Action Taken: It was the consensus of those present that a goal be set for a state gas tax that would set funds aside for an Urban Arterial Program with priorities established by JPACT for use of such funds.

Andy Cotugno felt that funds from increased vehicle registration fees should not be overlooked as a resource, and should be incorporated into a program that would not be devastated if it failed to gain voter support.

On the "transit" side, Andy commented that expansion and development is geared toward meeting the objectives of the Regional Transportation Plan. He displayed bar charts and graphs depicting the current Tri-Met budget and expressed concern that further service cuts would be necessary without a new revenue source, taking the region further away from its long-range objectives.

A draft letter to the Tri-Met Board from JPACT was distributed, which asked the Tri-Met Board to meet with them to discuss future service

and its impact on the region. Andy indicated that, without a new revenue source, further service cuts probably would happen. In review of the letter, it was suggested that, in addition to congestion on the highway system and land use and development implications, mention be made of transit's impact on economic growth of the region.

Rick Gustafson cited the need for the Transit Finance Committee to continue looking at needed legislation and for Tri-Met to be supportive of long-range needs identified in the Regional Transportation Plan. He further stressed the responsibility of JPACT to talk to other local officials concerning a new revenue source for transit.

Action Taken: It was moved and seconded to forward the letter on the Portland Metropolitan Area Transit Plan to the Tri-Met Board, incorporating the economic growth issue. Motion CARRIED.

Linore Allison, Tri-Met Board representative, thanked the Committee for its concerns and urged constituency support as a means of encouraging support of long-range goals.

#### VACANCY ON TRI-MET BOARD

A discussion followed on appointment to the Tri-Met Board for the position vacated by Ed Whelan. Commissioner Kafoury asked for recommendations from JPACT for submittal to the Governor. Linore Allison indicated that the new appointee would not have voting power until the month of November.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson  
Don Carlson  
JPACT Members