

## MEETING REPORT

DATE OF MEETING: June 12, 1986

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

PERSONS ATTENDING: Members: Richard Waker, Marv Woidyla, Larry Cole, Fred Hansen, Bob Bothman (alternate), Ron Thom, George Van Bergen, Margaret Strachan, Wes Myllenberg and Dick Pokornowski

Guests: Ted Spence and Rick Kuehn, ODOT; Keith Ahola, WSDOT; Peter Fry, Central Eastside Industrial Council; Geraldine Ball, DJB, Inc.; Susie Lahsene, Multnomah County; Gary Spanovich, Clackamas County; Grace Crunican, Stephen Iwata and Julia Pomeroy, City of Portland; Gil Mallery, IRC of Clark County; Bonnie Hays, Washington County Commissioner; and Lee Hames and Bob Post, Tri-Met

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

MEDIA: None

### SUMMARY:

#### MEETING REPORT OF MAY 8, 1986

The Meeting Report of the May 8, 1986 JPACT meeting was approved as written.

#### ODOT SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Andy Cotugno highlighted the material describing the recommendations for inclusion in the ODOT Six-Year Highway Improvement Program, reviewed regional comments for submittal to the Oregon Transportation Commission at its June 17 meeting, and evaluated the recommendations for the region in comparison to those recommended statewide. The regional "comments" paper included project specific comments and an overall assessment of the projects and future actions.

Recommendations incorporated in the "comment" paper included the following: 1) that ODOT should recognize the remainder of the region's top priorities as candidates for the remaining \$22 million of State Modernization funds and establish criteria for release of those funds on a case-by-case basis; and 2) that ODOT should consider factors such as job creation and fund generation when allocating the remaining State Modernization funds. Chairman Waker also emphasized the need for ODOT to respond to the issue of economic growth and development in its criteria.

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In response, Bob Bothman indicated he saw no problems with the recommendations. He acknowledged the concerns of the Committee but pointed out that the Oregon Transportation Commission's perspective is one of the overall state highway system. He expressed appreciation for the support of the Six-Year Program. He also noted that there are few state highway miles in the Portland region and felt that, with cost overruns, expectations shouldn't be too great for the remaining \$22 million.

In discussion over possible switching of projects, Fred Hansen voiced concern over any change that would affect air quality.

Commissioner Strachan suggested that, in line with regional support of the convention/trade/spectator facility, a recommendation be incorporated in the "comment" paper for ODOT consideration of transportation improvements if the General Obligation bond is approved by the voters.

Action Taken: It was moved and seconded to approve the "comment" paper for submittal to the Oregon Transportation Commission, incorporating convention center improvements in the recommendations (language to be provided by Commissioner Strachan). Motion CARRIED unanimously.

#### TRI-MET SERVICE CUTS AND TAX PROPOSAL

Andy Cotugno reaffirmed that, at the May 8 JPACT meeting, a position was adopted lending support of the Tri-Met revenue proposal. Following that, the Tri-Met Board tabled the income tax until its June 30 Board meeting and adopted a budget recognizing a 10 percent reduction. The Position Paper, therefore, was remanded back to JPACT by the Metro Council for further consideration.

Andy then reviewed the 5 percent service cuts (totaling \$1.8 million). During discussion, concerns expressed included: 1) the fact that the proposed budget does not solve the financial problem while working on a \$5 million draw-down of working capital; 2) the need to maintain a viable transit system (meeting the needs of highway operation, mobility, air quality and land use goals); 3) the impact of service cuts on the transit-dependent and resulting impact on social service agencies; 4) the reliability of service; 5) the need for Tri-Met to work with JPACT to establish what is needed in the next five years for a financial plan and legislative agenda; 6) the future year impact on service when it is evident that further cuts will be necessary -- without any additional revenue source; 7) the need to coordinate and interface the transit system with C-TRAN so they are aware of the implications of the intended changes; 8) the question of reducing the liability insurance at the same time they are removing the transit police; and 9) the need to develop an alternate revenue source.

Fred Hansen cited the importance of reaching attainment on air quality standards by the year 1987. If there are cuts in ridership, he indicated an update on the Ozone Plan would be requested.

Some concern was expressed about random service cuts and how many would affect transportation in the peak hours. It was felt that such cuts would discourage people from taking transit in the future.

Linore Allison spoke of the lack of consensus on the Tri-Met Board as to its future action toward a new revenue source. One of the options being considered is contracting out some service to the private sector. Issues before the Tri-Met Board include consideration of a broad-based tax, the future of LRT and the question of whether or not Tri-Met should be providing a public service. Some JPACT members felt that there is need to make a case for the point that when transit service is cut, other social service costs are increased.

Rick Gustafson felt that, as a result of the meeting with JPACT and the Tri-Met Board, the support and need for transit has been reinforced, and he hoped that the Tri-Met Board would continue to work closely with this group in the future.

Action Taken: It was moved and seconded that a letter be drafted to the Tri-Met Board conveying the concerns of JPACT at this meeting and reaffirming our support of the Tri-Met revenue proposal. Motion CARRIED. Mayor Woidyla and Mayor Cole dissented.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson  
Don Carlson  
JPACT Members