

## MEETING REPORT

DATE OF MEETING: May 8, 1986

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

PERSONS ATTENDING: Members: Richard Waker, Larry Cole, Tom Bispham (alternate), Vern Veysey, Bob Bothman (alternate), Dick Pokornowski, Marv Woidyla, George Van Bergen, Bill Robertson (alternate), Pauline Anderson, Robert Schumacher, Margaret Strachan and Ron Thom

Guests: Ted Spence, Mary Volm, Ed Hardt and Rick Kuehn, ODOT; G.B. Arrington, Lee Hames and Bob Post, Tri-Met; Steve Dotterer and Grace Crunican, City of Portland; Peter Fry, Central Eastside Industrial Council; Rosalind Daniels, City of Oregon City; Gil Mallery, IRC of Clark County; and Geraldine Ball, DJB, Inc.

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

MEDIA: None

### SUMMARY:

#### MEETING REPORT OF APRIL 10, 1986

The Meeting Report of the April 10 JPACT meeting was approved as written.

#### TRI-MET REVENUE PROPOSAL

Chairman Waker introduced and welcomed Bill Robertson to JPACT as alternate representative from the Tri-Met Board.

A draft position paper on the Tri-Met revenue proposal was introduced for JPACT discussion. Andy Cotugno highlighted the paper which provided background information on Tri-Met's financial situation, its needs, the funding alternatives explored, staff's conclusions on cost-efficiency, and recommendations for JPACT consideration. Andy Cotugno suggested that the revenue increase is the proper direction to follow in the short term. He stated that cost savings could be realized over the long term by improved efficiency, but that immediate action is needed to raise revenues. He emphasized the need to support the Tri-Met Board.

Bill Robertson added that the Tri-Met Board's recent effort have been twofold: 1) reviewing and reassessing the budget; and 2) reaching out to the public and business community of the tri-county area to discuss

the revenue-raising proposal. He indicated there was no "quick fix" inasmuch as the vast majority of the agency's expenses relate to personnel. An enormous service reduction would be in order to meet a needed 10 percent savings.

Chairman Waker stressed the need for this policy group to plan a regional road system around mass transit, encouraging JPACT support for a revenue increase.

Dick Pokornowski, on behalf of the City of Vancouver, stated that his jurisdiction would not be supportive of the revenue increase inasmuch as they feel that Tri-Met has not demonstrated the need that substantiates its request, that it has not operated efficiently, and that it needs to do some cost-cutting internally.

In response, Bill Robertson reviewed Tri-Met's cost-cutting measures and actions to improve productivity over the past three years.

Commissioner Strachan related that the Blue Ribbon Committee findings determined, after a great deal of analysis, that Tri-Met needs more funding. While not everyone in the region is served by Tri-Met, she noted that it is clear that it is an invaluable service that reduces the demand on road dollars and that we should be supportive of its needs.

Commissioner Veysey felt that Recommendation No. 2, supporting a new revenue measure, embodied the statement of Recommendation No. 1, supporting a strong transit system, and should be deleted. He thought that Recommendation No. 1 would represent an overall statement of support. Chairman Waker indicated that even though the exact amount of revenue Tri-Met needs isn't known, Recommendation No. 2 should be supported as it encourages the Tri-Met Board to implement a measure which provides for the needed level of service.

A discussion followed on whether or not the Tri-Met Board has given consideration to a "Sunset Clause" on an income tax, making it more palatable to the public. Bill Robertson responded that such a clause had been considered, but the majority of the Board were negative. He added that it will be discussed again before the budget is adopted on June 30.

Mayor Woidyla informed the Committee that the cities of Multnomah County would not support a personal income tax and that its backlash would be felt at the polls.

Mayor Cole indicated that the cities of Washington County also would not be supportive of the proposed income tax.

Action Taken: It was moved and seconded to recommend JPACT support of the Tri-Met revenue proposal (JPACT Position Paper). In discussion on

JPACT

May 8, 1986

Page 3

the motion, Tom Bispham of DEQ cited the importance of air quality as a critical element of the mass transit goals and asked that a statement to that effect be incorporated in the "Summary and Conclusion" and "Recommendation" sections of the Position Paper. It was then moved and seconded to amend the motion to include such references. The amendment CARRIED.

It was moved and seconded to amend the Position Paper by deleting Recommendation No. 2. In discussion on the proposed amendment, Bob Bothman indicated ODOT's support of the increased revenue and felt that it is prudent to state that there is a problem in funding which needs to be addressed. The amendment FAILED.

A roll-call vote on the amended main motion was as follows:

Ayes: Members Bill Robertson, Pauline Anderson, Bob Bothman, Tom Bispham, Bob Schumacher, Margaret Strachan, Ron Thom, George Van Bergen, and Richard Waker

Nays: Members Larry Cole, Dick Pokornowski, Marvin Woidyla and Vern Veysey

The motion CARRIED.

#### RETIREMENT OF ED HARDT

Chairman Waker noted the upcoming retirement of Ed Hardt of ODOT in July and introduced Rick Kuehn who will be working with JPACT in the same capacity.

#### AMENDING THE FY 1986 TIP TO INCLUDE AN UPDATED PROGRAM OF PROJECTS USING SECTION 9 FUNDS

Andy Cotugno explained that the total Section 9 allocation for Tri-Met is allocated on a formula basis and amounts to \$13.3 million. Tri-Met intends to purchase 50 buses annually with these funds.

Andy then reviewed the other components of the Section 9 grant application.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-647 to amend the FY 1986 Transportation Improvement Program to include an updated program of projects using Section 9 funds. Motion CARRIED unanimously.

#### POSITION PAPER ON FEDERAL TRANSPORTATION FUNDING

The Position Paper defines the region's position and options on federal transportation funding as it relates to the new Surface Transportation Act. Andy Cotugno highlighted the outline and discussed the

possibility that Congress could adopt a one-year extension of its present Surface Transportation Act, but cited the importance of reaching agreement on a Position Paper at this time.

The consensus was to incorporate the following into the Position Paper:

Under IV-D. "Consolidate the FAI, FAI-4R, and FAP highway funding categories in order to maximize state flexibility while maintaining the overall funding level without cuts."

Under IV-G. "Consolidate FAI, FAI-4R, and FAP into single category."

Under VI-C. Delete #2. "Remove quarterly obligation limits/targets."

The Committee agreed that flexibility in the use of funds needed to be stressed, but not as a substitute for receiving real dollars.

#### STATUS REPORT ON SIX-YEAR PROGRAM UPDATE

A handout was distributed by ODOT on its current recommendations and priorities for the Six-Year Program Update. Decisions are still pending on the Interstate projects.

Two public hearings on the Modernization Program have been held and formal recommendations should be submitted to the Oregon Transportation Commission at its June 17 meeting.

In response to questioning by Mayor Cole on the preliminary engineering for the Farmington Road project, he was assured by Bob Bothman and Ted Spence that, if the levy in Washington County proved successful, there would be no reason to hold up the project.

Commissioner Anderson emphasized the fact that funding for Multnomah County outside the City of Portland is \$500,000 over the next six years compared to Washington and Clackamas Counties at \$46 million.

#### FIRST-QUARTER ADJUSTMENTS TO THE TIP

In compliance with the adopted TIP Project Management Guidelines, a copy of the first-quarter TIP adjustments was provided for the Committee's information.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson  
Don Carlson  
JPACT Members