

## MEETING REPORT

DATE OF MEETING: April 10, 1986

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

PERSONS ATTENDING: Members: Richard Waker, Ed Ferguson, Larry Cole, Linore Allison, Wes Myllenbeck, Fred Hansen, Fred Miller and Marv Woidyla

Guests: Richard Feeney, Bob Post, Lee Hames and G.B. Arrington, Tri-Met; Senator Jane Hardy Cease, Senate Transportation and Revenue Committees; Bob Bothman and Ted Spence, ODOT; Keith Ahola, WSDOT; Bebe Rucker, Port of Portland; Gary Spanovich, Clackamas County; Susie Lahsene, Multnomah County; Grace Crunican and Steve Dotterer, City of Portland; Tom Bispham and Howard Harris, DEQ; Peter Fry, Central Eastside Industrial Council; and Geraldine Ball, DJB, Inc.

Staff: Rick Gustafson, Executive Officer; and Andrew Cotugno, Vickie Rocker, Phil Fell, Keith Lawton, Richard Brandman, Bill Pettis, and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### INTRODUCTION OF NEW JPACT MEMBER

Chairman Waker called the meeting to order and noted the lack of a quorum, which required a follow-up poll by phone on all action matters considered. (The remaining JPACT members were contacted by phone on April 11 with no dissenting votes.)

Chairman Waker then introduced and welcomed JPACT's newest member, Linore Allison, Tri-Met's representative from its recently appointed board.

#### MEETING REPORT OF MARCH 13, 1986

The Meeting Report of the March 13 JPACT meeting was approved as written.

#### APPROVING THE FY 1987 UNIFIED WORK PROGRAM (UWP) AND FIVE-YEAR "PROSPECTUS"

Andy Cotugno explained that the actions involved in this Resolution include: 1) adoption of a "Prospectus" as a framework for Metro's five-year planning program; 2) adoption of the transportation work

program for FY 1987; and 3) follow-up on appropriate funding for the transportation program. The UWP covers all federally-funded work programs.

During discussion, one of the questions raised was whether or not all the jurisdictions have the appropriate funding for the type of planning proposed. Bob Post indicated Tri-Met was satisfied with this year's program but expressed concern about its financial participation in future years. Andy Cotugno pointed out that the Unified Work Program represents funding principles in general and that its annual renewal involves yearly funding decisions.

Action Taken: It was moved and seconded to recommend approval of the FY 1987 Unified Work Program (UWP) and five-year "Prospectus" (Resolution No. 86-638). All JPACT members in attendance voted in favor of the Resolution. Of the remaining members polled by phone on April 11, all expressed agreement.

AUTHORIZING FEDERAL FUNDS FOR EIGHT 16(b)(2) SPECIAL TRANSPORTATION PROJECTS AND AMENDING THE TIP

Approval of this Resolution would establish eligibility for the applicants to compete statewide for 16(b)(2) funds toward the purchase of passenger vehicles that would meet special transportation needs of the elderly and handicapped. It is the policy of this region to make such funds available to private, nonprofit agencies that can more efficiently serve their client group than can Tri-Met. A letter of Tri-Met support accompanies these requests.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-639 authorizing eligibility for federal funds of eight 16(b)(2) special transportation projects and amending the Transportation Improvement Program. All JPACT members in attendance voted in favor of the Resolution. Of the remaining polled by phone on April 11, all expressed agreement. The applicants are: Volunteers of America; Lambert House; Colton Senior Citizens; Waverly Children's Home; Gladstone Senior Center; Albertina Kerr Center for Children; Loaves and Fishes; and Reach Center for Children.

ALLOCATING FUNDS FROM THE FEDERAL-AID URBAN REGIONAL RESERVE

Andy Cotugno reported that approval of this Resolution would cover shortfalls on three projects (Burnside, Stark to 223rd; Allen Boulevard, Murray to Highway 217; and Boones Ferry Road, Unit 2). Consideration of these funds and the Interstate Transfer Reserve were previously deferred by JPACT pending assurance that costs would be fully covered on the Banfield and I-505. The Interstate Transfer Reserve was deferred again but this action was initiated on the FAU funds. Andy Cotugno explained that this Resolution continues past practice to retire ongoing projects before taking on new liabilities.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-640 for the purpose of allocating funds from the Federal-Aid Urban Regional Reserve. All JPACT members in attendance voted in favor of the Resolution. Of the remaining polled by phone on April 11, all expressed agreement.

AMENDING THE TIP TO INCLUDE AN UPDATED PROGRAM OF PROJECTS USING SECTION 3 "LETTER OF INTENT" FUNDS

This Resolution deals with the UMTA "Letter of Intent" to provide \$76.8 million of Section 3 funds for transit improvements over a seven-year period. Such funds are allocated to transit projects or reserves throughout the region. Andy Cotugno reviewed the three park-and-ride projects and stated that they, along with the remaining Section 3 program (balance \$17.1 million), would be reviewed by the TIP Subcommittee for consistency with the five-year service program and for local match availability.

Commissioner Myllenbeck emphasized that, in 1980, Washington County made a significant transfer of e(4) funds as a trade-off for Section 3 funds and expressed concern about further transferring Section 3 funds out of Washington County.

Mayor Cole questioned the \$4 million being taken from the Westside Corridor Reserve. Andy Cotugno informed the Committee that \$1.3 million is allocated toward buses and the rest for projects on the Westside. This is the direct result of the development process between Tri-Met and the Westside jurisdictions. Andy noted that the McLoughlin Corridor is also committing \$1.3 million toward buses.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-641 amending the TIP to include an updated program of projects using Section 3 "Letter of Intent" funds. All JPACT members in attendance voted in favor of the Resolution. Of the remaining polled by phone on April 11, all expressed agreement.

PROPOSED TRI-MET INCOME TAX ORDINANCE

On April 3, the Tri-Met Board met with JPACT on the role of transportation in the region and its relationship to mass transit. A memo by Andy Cotugno provided background information for the Tri-Met ordinance which will raise \$12 to \$15 million per year.

Concern was expressed by JPACT regarding implementation of the key recommendations of the Blue Ribbon Committee, whether or not to proceed with PE on Sunset LRT, and the need for a five-year Transit Development Program.

Andy Cotugno suggested that JPACT make a strong statement for increasing the funding but take more time to consider the specific income tax measure. Fred Miller indicated the need to strengthen the Resolution in terms of the importance of transit in the region. Discussion

followed on the need to give Tri-Met and its new Board support and room for flexibility.

Senator Jane Cease spoke of the Urban Arterial and Rural Streets Program to consider roads and transit needs during the next Legislature, and asked JPACT to be consistent in its requests for revenue sources where there are shortfalls. She encouraged support of the Tri-Met ordinance and emphasized the need for a transit system.

Linore Allison commented on Tri-Met's financial crisis and also cited the need to strengthen the language in the proposed Resolution. The first reading of Tri-Met's ordinance is scheduled for its Board meeting on April 28 at 10:00 a.m. In terms of priority, Ms. Allison felt the first order of business is to get the income tax ordinance passed, then look at the mission and goals, set the direction and then proceed with the five-year plan. She emphasized the need for support from JPACT and encouraged testimony on mass transit and its value from community leaders at the first reading.

Several JPACT members commented on the need for the County representatives to discuss the income tax with the smaller cities within their jurisdiction -- to get a sense of support. Mayor Woidyla reported that he had distributed information on the Tri-Met tax to the cities in Multnomah County, asking for comments by May 9. Several members were reluctant to act on this Resolution until more input has been received from the smaller jurisdictions.

Mayor Cole indicated that the matter would be taken up at the Washington County Transportation Committee meeting on April 11. Rick Gustafson felt that it would also be an opportunity for Washington County to consider or suggest other options or other types of financing as a means of supporting mass transit. He indicated that all the local jurisdictions need to address the problem of financing mass transit in the region as it is a broad-based problem for everyone.

Action Taken: It was agreed that a special JPACT meeting be scheduled for April 24 for further consideration of the income tax Resolution with language changes proposed as follows:

- . That Resolve 1 be amended to read: "1. Endorses the importance of transit to the Portland region and the imminent need to increase funding by-\$12-million-per-year to preserve the needed level of transit service and provide for start-up of the Banfield LRT."
- . That Resolve 2 be amended to read: "Accepts Supports Tri-Met's proposal for an income tax as the-most an appropriate short-term solution means of funding."

#### ADJOURNMENT

There being no further business, the meeting was adjourned.