

MEETING REPORT

DATE OF MEETING: October 10, 1985

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

PERSONS ATTENDING: Members: Richard Waker, George Van Bergen, John Frewing, Wes Mylllenbeck, Earl Blumenauer, Fred Miller, Ron Thom and Jim Gardner

Guests: Brent Curtis, Washington County; Winston Kurth, Clackamas County; Jane Cease, Oregon State Senator (Oregon Senate Transportation Committee); Susie Lahsene, Multnomah County; Bob Post, Tri-Met; Steve Dotterer and Grace Crunican, City of Portland; Geraldine Ball, DJB, Inc.; Bob Bothman, Ed Hardt and Ted Spence, ODOT; Bebe Rucker, Port of Portland; and Peter Fry, Central Eastside Industrial Council

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Steve Siegel, Vickie Rocker, Peg Henwood, Richard Brandman, Dan Seeman, T. Keith Lawton, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker noted the lack of a quorum and the need to draft a memo to JPACT members concerning poor attendance. Those absent need to be polled following the meeting to gain approval for formal processing of the Resolutions to Metro Council. (This was accomplished on October 14 and 15 with the remainder of the Committee concurring with the actions taken at the October 10, 1985 meeting.)

LETTER OF COMMENDATION

A draft letter of commendation addressed to Mr. Larry Rulien, State Highway Engineer, was introduced for endorsement by JPACT in view of the extraordinary efforts put forth by the State to ensure that the \$41 million of Interstate Transfer funds for the region would not lapse. Andy reassured the Committee that the entire \$41 million has been obligated.

Action Taken: It was the consensus that the letter of commendation be sent to the State by JPACT in recognition of their worthy efforts on behalf of the region.

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO ADD A HAWTHORNE BRIDGE APPROACH RAMPS REPLACEMENT PROJECT

Andy Cotugno informed the Committee that the State and Multnomah County are still holding discussions over the issue of accelerating this

project; by doing so, a savings of \$400,000 would be realized by the County. Other issues to be resolved include: providing sufficient structural capacity on the bridge to allow for future LRT; the restrictions on use of HBR funds; the possible use of funds from the McLoughlin Reserve; consideration of additional parking under the Hawthorne Bridge; and coordination with the Willamette River Greenway.

Action Taken: There was unanimous agreement to recommend approval of Resolution No. 85-599, pending approval of the full committee, amending the TIP to add a Hawthorne Bridge approach ramps replacement project.

AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL-AID URBAN SYSTEM (FAUS) IN THE CITY OF MILWAUKIE

Approval of this Resolution would classify SE 42nd Avenue between SE Harrison Street and SE Railroad Avenue as a "Collector" street as proposed in Milwaukie's Street Classification Plan.

Action Taken: There was unanimous agreement to recommend approval of Resolution No. 85-600, pending approval of the full committee, amending the Functional Classification System and the Federal-Aid Urban System to classify SE 42nd Avenue (between SE Harrison and SE Railroad Avenue) in the City of Milwaukie as a "Collector."

OVERVIEW OF OREGON ROADS FINANCE STUDY

Following introductions of Tom Walsh, Chairman of the Oregon Roads Finance Policy Committee, and Bob Bothman, Chairman of the Steering Committee, a summation was provided by each on their respective committee's activities relating to the Oregon Roads Finance Study.

Tom Walsh reviewed the history and background of the State's funding, citing the progress that has been made, the ever increasing needs, and the support from the State Legislature. With endorsement by ODOT/AOC/LOC, he reported that a Steering Committee was formed to define the scope and objective for a study that would address the highway and road needs of Oregon's cities, counties and Highway Department. The study is to be conducted by an independent consultant, or consultants. Mr. Walsh reviewed the representation on the Policy Committee and emphasized the overall need for a unified effort and a unified presentation as the key to accomplishing the goals set forth by the Steering Committee.

Bob Bothman related that the initiation of the study evolved through efforts of the Association of Oregon Counties, League of Oregon Cities and the Oregon Transportation Commission. He stressed the need for a comprehensive study to develop a financial package for the 1987 Legislature that would include: 1) a needs inventory of state highways, county roads, and city streets; 2) a financial study of existing sources of revenue; and 3) a long-term future funding proposal. He

spoke of the difficulty in measuring the needs of each jurisdiction due to each jurisdiction having a different set of criteria. The consultant team must, therefore, establish common levels-of-service which would apply to projects falling into the categories of: 1) modernization; 2) preservation; and 3) operations and maintenance.

Mr. Bothman then reviewed the revenues that would be investigated and the timeframe anticipated. In addition, he reported that a parallel transit study was underway with similar goals and objectives. Mr. Frewing questioned whether the issues might be better addressed in an integrated transit/highway study. He felt that Tri-Met should work closely with the highway funding study in pursuing transit funding measures. Mr. Frewing was invited by Tom Walsh to attend the next Policy Committee meeting scheduled for December 17.

Commissioner Blumenauer supported the need for a unified effort and asked that JPACT be kept informed of the status of the study.

APPROVING USE OF REGIONAL FEDERAL-AID URBAN SYSTEM FUNDS IN PARTIAL SUPPORT OF THE OREGON ROADS FINANCE STUDY

This Resolution authorizes release of \$18,861 of regional Federal-Aid Urban funds as the Metro region's share to support the Oregon Roads Finance Study. Grace Crunican verified that the City of Portland does intend to make its financial commitment to the study.

Action Taken: There was unanimous agreement to recommend approval of Resolution No. 85-601, pending approval of the full committee, approving use of regional Federal-Aid Urban System funds in partial support of the Oregon Roads Finance Study.

STATUS REPORT ON RECOMMENDATIONS OF BLUE RIBBON COMMITTEE

Don Barney highlighted the representation on the Citizens Advisory Committee on Mass Transit Policy (Blue Ribbon Committee), its task, its recommendations and its efforts relating to Tri-Met's future role and financing. He cited the new mission of Tri-Met as prioritizing the following: to facilitate rapid mass movement of large numbers of people having similar needs for transportation to destinations throughout the region. In addition, the mission calls for an assurance for citizens who depend on transit as their primary means of mobility. He further reviewed goals of lesser priority that will become evident as financial resources permit.

The recommendations of the Blue Ribbon Committee, as summarized in a report prepared by Don Barney and Associates, will be reviewed by a subcommittee prior to submittal to the full committee. Mr. Barney emphasized the goal of moving large numbers of people in a comfortable, efficient and safe manner as being of prime importance. It is the intent that Tri-Met will serve as a coordinator for providing that effort while including the private sector to embellish upon that need.

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Also stressed was the need to gain public support of the transit system by effectively communicating with the public. An outreach program that would provide a more positive image for Tri-Met is being encouraged.

The need for Tri-Met to adopt the framework of a financing plan for immediate, intermediate and long-term needs was also discussed. Mr. Barney reviewed the tax and funding strategies under consideration.

An update of the Transit Development Plan is to be completed in 1986 focusing on: 1) gains made from Tri-Met's new labor contract and recently approved revenue increases as well as savings realized from administrative and operations improvements recommended in the Price Waterhouse audit report; and 2) the remainder of the five-year period envisioning revenue increases identified in the intermediate step of the Blue Ribbon Committee's financing plan. In addition, Tri-Met should include in the TDP those expectations for compliance with the Regional Transportation Plan by the year 2005 if they achieve fiscal stability.

During discussion, the question was raised by Fred Miller as to whether or not there would be jurisdictional support for use of funds from the Highway Trust Fund for mass transit -- should that prove to be more cost-effective. In response, Mr. Frewing indicated that many people have encouraged such action in their testimony at tax hearings. At issue is whether a local option should be provided on a regional approach. Jane Cease, Oregon State Senator and Chairman of the Senate Transportation Committee, spoke of the difficulty in gaining support from the constituency for highway finances and felt it would be irresponsible for JPACT to try and tax the Highway Trust Fund for the use of transit. She spoke of bills being introduced at the Legislature prohibiting transit districts from using any of those sources.

Rick Gustafson encouraged JPACT members to participate in testimony before the Blue Ribbon Committee and further suggested that it conduct its own review and develop a position upon completion of the report. He cited the importance of both TPAC and JPACT providing input from the metropolitan area.

Mr. Frewing suggested that JPACT vote on some of the key recommendations of the Blue Ribbon Committee, review their relationship to the RTP, and hold further discussion on the local option of a regional tax.

Action Taken: There was mutual agreement that TPAC and JPACT should review the recommendations of the Blue Ribbon Committee upon completion of the report and that testimony be encouraged by the Committee at the November 6 public hearing.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson, Don Carlson, and JPACT Members