

MEETING REPORT

DATE OF MEETING: August 9, 1984

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

PERSONS ATTENDING: Members: Charlie Williamson, Ed Ferguson, Lloyd Anderson, Dick Pokornowski, Larry Cole, Robin Lindquist, Robert Schumacher, Fred Hansen, Wes Myllenbeck, Ted Spence (alternate), Margaret Strachan (alternate), Corky Kirkpatrick (alternate), and Dennis Buchanan

Guests: Bob Post and Jody Fisher, Tri-Met; Elton Chang, FHWA; Geoff Larkin, Vic Rhodes, Grace Crunican and Steve Dotterer, City of Portland; Bebe Rucker, Multnomah County; Tom VanderZanden and Winston Kurth, Clackamas County; Brian Campbell, Port of Portland; George Morgan and Richard Daniels, Washington County; Gilbert Mallery, RPC of Clark County; Jane Cease, Oregon State Legislature; and Peter Fry, Central Eastside Industrial Council

Staff: Rick Gustafson, Andrew Cotugno, Steve Siegel, Peg Henwood, Keith Lawton, Karen Thackston, Marion Hemphill, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. AMENDING THE FY 83 UNIFIED WORK PROGRAM AND APPROVING IN CONCEPT THE DEVELOPMENT OF THE OREGON CITY TRANSIT CENTER

This action would endorse the expanded scope of a coordinated effort by Oregon City, Tri-Met and Clackamas County to site a parking garage, transit center and county offices in downtown Oregon City. Chairman Williamson indicated that the two Metro Councilors from Clackamas County expressed concern about this proposal at a recent Regional Development Committee meeting and requested attendance of a Clackamas County representative at the next Council meeting.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 84-486 amending the FY 83 UWP for development of the Oregon City Transit Center. Motion CARRIED unanimously.

2. AMENDING THE TIP TO INCLUDE TWO NEW TRI-MET PROJECTS -- SPECIAL MARKETING MATERIALS FOR NON-ENGLISH SPEAKING RIDERS AND SPECIAL NEEDS TRANSPORTATION DISPATCH CENTER ASSESSMENT

Andy explained that this UMTA Section 4(i) proposal consisted of two projects: 1) a phonetics demonstration project for

non-English speaking riders for a total of \$19,000; and 2) a project to assess and develop a Special Needs Transportation dispatch center totaling \$17,000. Approval of this Resolution would allow Tri-Met to compete nationwide for UMTA Section 4(i) funds.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 84-485 amending the TIP to include two new Tri-Met projects -- special marketing materials for non-English speaking riders and Special Needs Transportation dispatch center assessment. Motion CARRIED unanimously.

3. STATUS OF STATE HIGHWAY FUNDING EFFORTS

Andy reviewed a highway funding package that has been presented to the House Legislative Task Force by ODOT with the support of the AOC, LOC and LOAC. ODOT's funding proposal included: 1) a one-cent gas tax and equivalent weight-mile tax (100 percent to ODOT) to finance a \$200 million state highway modernization program); 2) a one-cent gas tax and equivalent weight-mile tax or \$10.00 increase in the vehicle registration fee (100 percent to cities and counties); and 3) a possible change from a "cents per gallon" rate to a variable rate adjusted for inflation. The State also recommended that study be given to determine whether the current allocation formula to state/local governments is appropriate, and that an assessment of bridge needs also be included in the funding package.

A memo from Andy Cotugno was distributed on State gas tax options in an effort to obtain a regional consensus on the level of needs and funding to be considered. Andy reviewed the recommendations contained in his memo, noting that the one-cent gas tax proposal does not adequately address city and county needs for maintenance and modernization projects. He asked that JPACT consider support of a \$200 million ODOT modernization program with greater emphasis on economic development projects on and off the state highway system. He further suggested that the region support a two-cent gas tax increase that would better address local needs.

Whether a case could be made to establish greater needs for the region than in the rest of the state was then discussed. Also discussion centered on whether a change in the distribution/allocation formula for funding would create inequities internally within the state. Andy indicated that inequities had already been created since the federal gas tax increase was largely dedicated to state highways; an increase to cities and counties would correct this. It was further discussed that the State needs to be a willing participant in funding for economic growth on and off the state highway system in order to provide needed access to industrial sites. It was felt that a portion of the funding should be set aside for such purpose.

Andy stressed the importance of obtaining a consensus from JPACT for consideration as a legislative package. Jane Cease, State Legislator, emphasized not only the need for JPACT consensus on a funding proposal but to strengthen that position by making contact with their respective legislators in a supportive campaign to obtain the needed funding.

Action Taken: It was moved and seconded to adopt the recommendation as submitted by staff with a preamble that would amplify Committee concerns relating to expressing the magnitude of needs of the region. Motion CARRIED unanimously.

4. SPECIAL NEEDS TRANSPORTATION PLAN

Jody Fisher from Tri-Met briefed JPACT on the recommendations of the Special Needs Transportation Advisory Committee and the issues involved in meeting the needs of the transportation disadvantaged. In response to the transit handicapped requirements, a task force was selected to analyze who the transit handicapped were and how best to serve them. Jody noted that 94 percent of the special needs transportation community are the frail elderly and blind, with only 6 percent able to use a transit lift. The task force had recommended that only four wayside lifts be provided on the Banfield LRT, but due to a strong response from the wheelchair community, the Tri-Met board has agreed to install wayside lifts for handicapped accessibility at all stops on the Banfield line.

The major task force recommendations included: that an ongoing advisory committee be established and that both fixed route accessible service and door-to-door, demand-responsive transportation be provided for the elderly and handicapped. She emphasized the fact that the door-to-door service is more cost-effective.

Jody noted that additional action taken by the Tri-Met board was to freeze the amount to be spent on Special Needs Transportation to 3.5 percent of the Tri-Met operating budget. In response to a question, she indicated that this 3.5 percent cap would apply to the annual operating cost of service plus the annualized local match for capital expenses.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson