

MINUTES OF THE COUNCIL INTERGOVERNMENTAL RELATIONS
COMMITTEE OF THE METROPOLITAN SERVICE DISTRICT

May 10, 1988

Committee Members Present: Councilors Richard Waker (Chair), Tom DeJardin (V. Chair), Tanya Collier and Sharron Kelley

Committee Members Absent: Councilor Corky Kirkpatrick

Chair Waker called the meeting to order at 5:35 p.m.

1. Consideration of Resolution No. 88-912, for the Purpose of Approving an Agreement Between Clark County, Washington, and the Metropolitan Service District

Andy Cotugno, Transportation Director, explained the purpose of the contract was to assist Clark County, Washington, in developing a travel forecasting system and train staff in its use. Councilor Waker asked how the contract amount had been established. Mr. Cotugno replied that the the contract amount of \$40,000 was a direct estimate of costs of services, including computer and staff time, overhead and fringe benefits. Councilor Kelley asked if additional staff would be hired to perform the contracted services. Mr. Cotugno stated the contract would be performed by existing staff by means of periodic priority setting. Councilors Collier and Kelley commended the staff.

Motion: Councilor DeJardin moved, and Councilor Kelley seconded to recommend the Council adopt Resolution No. 88-912.

Vote: A vote on the motion resulted in all four councilors present voting aye. Councilor Kirkpatrick was absent.

The motion passed unanimously.

2. Report on Transportation Finance Alternatives

The Chair explained the Joint Policy Advisory Committee on Transportation (JPACT) had formed subcommittees to deal with questions regarding future financing of the regional transportation system including public transit funding and urban arterial roads. Andy Cotugno, Transportation Director, further explained that JPACT was in the process of determining what public sector agencies responsible for transportation feel and the JPACT Finance Committee was formulating alternative financing packages.

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Additionally, Mr. Cotugno stated that Metro staff were participating with other groups who were exploring transit financing questions. The Public/Private Task Force on Transit Finance was described as a subcommittee made up of representatives from Metro, Tri-Met, the Oregon Transportation Commission, Clackamas, Multnomah and Wasington Counties, as well as the private sector. The Task Force's focus was to make transit financing recommendations primarily directed at private sector participation in transit finance. It was expected that the Task Force would to complete its assignment by August 1988. It was intended that their recommendations would set a basic policy direction upon which follow-up activity would occur, eventually leading to a legislative campaign.

Mr. Cotugno stated the Task Force on Regional Transportation Priorities and Funding was initiated largely by the Governor's Office and the Chairman of the Transportation Commission. It was described as a joint effort of the Oregon Business Council and the Portland Metropolitan Chamber of Commerce. The charge was to review regional transportation priorities and funding. All Task Force members represented the private sector. Don Barney Associates had employed as consultants to manage the Task Force activity, and Mr. Cotugno and Ted Spence from ODOT were staffing it. This Task Force's focus was described as broader based than the Public/Private Task Force's in that they would be examining a full range of regional transportation issues including financing for major regional highway and transit systems and localized networks. Their emphasis would be primarily on public sector participation. The objective of all three groups was to agree upon a common package and, thereby, present a broad base of support to the legislature.

Mr. Cotugno then directed the Committee to his March 22, 1988, memo to the JPACT Finance Committee regarding the Meeting Schedule/Agenda which was contained in the meeting packet. He said that JPACT would be meeting with the Task Force on Regional Transportation Priorities and Funding in August to present a draft proposal. In the meantime, JPACT would be exploring various options as detailed in his March 22, 1988, memo and attachments.

Councilor Waker said that there was consensus and support from the Oregon Department of Transportation for development of a regional funding measure. Mr. Cotugno added that another funding issue was the distribution of gas tax revenues. Councilor Collier requested Mr. Cotugno work closely with Greg McMurdo, Government Relations Manager, to prepare a legislative package.

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3. Report on Population/Employment Forecasts

Dick Bolen, Senior Data Analyst, introduced the Regional Growth Forum Year 2010 Employment & Population Forecast, Draft II, dated April 1988, which was a part of the meeting packet. He explained the document was a product of modifications made by the Regional Growth Forum to the Bonneville Power Administration and Northwest Power Planning Council Long-Term Forecast for Oregon. He said that Metro had last prepared a population and employment forecast in 1984. A comparison of the 1984 forecast to actual data had shown that predicted employment figures were slightly under actual figures. Population forecasts were approximately 50 percent above actual figures. Mr. Bolen then gave a slide presentation of forecasted employment by sector and population growth.

Other Business: Builders Business License Program

Donald Carlson, Council Administrator, announced that in response to a question raised at the Committee's April 26, 1988 meeting regarding the appropriateness of including license fee schedules in Ordinance No. 88-248, (Establishing the Metro Builder's Business License Program), Metro General Counsel had determined that fees must be adopted by ordinance. Mr. Carlson further stated that it was his understanding that the fees need not be set out in Ordinance 88-248, itself, but must be set by an ordinance. Councilor Collier stated she was concerned that the Business License Program be included in Metro's legislative package and that the reasons for the program's existence be explicitly stated.

There was no further business, and the meeting was adjourned at 7:00 p.m.

Respectfully submitted,



Gwen Ware-Barrett
Council Committee Clerk

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