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Joint Policy Advisory Committee on Transportation

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METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503.221-1646

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: August 7, 1986

Day: Thursday

Time: 7:30 a.m.

Place: Metro, Conference Room 330

- *1. MEETING REPORT OF JULY 10, 1986 - APPROVAL REQUESTED.
- #2. STATUS OF THE ROADS AND TRANSIT FINANCE STUDIES -
INFORMATIONAL - Andy Cotugno.
 - a. Review metro area transit and highway needs as compared to statewide needs.
 - b. Review program options under discussion.

*Material enclosed.

#Available at meeting.

MEETING REPORT

DATE OF MEETING: July 10, 1986

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

PERSONS ATTENDING: Members: Acting Chairman Jim Gardner (alt.); Tom Bispham (alt.); Linore Allison; Lloyd Anderson; Pauline Anderson; Larry Cole; Vern Veysey; Larry Cooper; Ed Ferguson; Fred Miller; Wes Myllenbeck; Marv Woidyla; Robert Schumacher; and Margaret Strachan

Guests: Bebe Rucker, Port of Portland; Susie Lahsene, Multnomah County; Doug Capps, Bob Post and Lee Hames, Tri-Met; Gil Mallery, IRC of Clark County; Keith Ahola, WSDOT; Ted Spence and Bob Bothman, ODOT; Linda Peters, CPO-8 (Washington County); Gary Spanovich, Clackamas County; and Grace Crunican and Steve Dotterrer, City of Portland

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno; Bill Pettis, Karen Thackston and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF JUNE 12, 1986

The Meeting Report of the June 12, 1986 JPACT meeting was approved as written.

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PHASE II FUNDING FOR EXTENDING THE SERVICE LIFE OF THE HAWTHORNE BRIDGE

This project is the last in a series of projects planned for extending the service life of the Hawthorne Bridge. It involves a total of \$1.4 million in bridge replacement funds (HBR). Commissioner Anderson reported that the Hawthorne Bridge is 75 years old and that such repairs should extend its life for another 20 years.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-662 amending the TIP to include Phase II funding for extending the service life of the Hawthorne Bridge. Motion CARRIED unanimously.

AMENDING THE FY 87 UNIFIED WORK PROGRAM

Andy Cotugno reviewed the proposed shift of work element priorities in the Metro portion of the Unified Work Program prompted by the loss of Tri-Met match.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-663 amending the FY 87 Unified Work Program. Motion CARRIED unanimously.

AMENDING THE CONCEPT PLAN, AUTHORIZING NEW INTERSTATE TRANSFER PROJECTS AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

An updated Staff Report/Resolution was distributed as replacement for the one mailed.

Due to the federal September 30, 1986 deadline for the Interstate Transfer Program, it is important to identify additional projects that could become eligible for Interstate Transfer funds. This Resolution would provide more flexibility in the Interstate Transfer Program for use of the remaining funds, but would not establish any priorities on projects. Andy stressed the need and importance of having the federal deadline eliminated.

Andy emphasized that overruns on old projects must be dealt with before any new projects are selected.

During discussion of this Resolution, Andy noted that the next Agenda item, Resolution No. 86-667, would amend the Functional Classification and Federal-Aid designations to enable some of the projects identified in Resolution No. 86-666 to be eligible for federal funding. He asked that both Resolutions be considered concurrently.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-666 amending the Concept Plan, authorizing new Interstate Transfer projects and amending the Transportation Improvement Program. Motion CARRIED unanimously.

AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL-AID URBAN SYSTEM

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-667 amending the Functional Classification System and the Federal-Aid Urban System. Motion CARRIED unanimously.

TRI-MET BOARD FARE STRUCTURE PROPOSAL

A revised fare structure proposed by Tri-Met and City of Portland staff was included in the Agenda packet. Discussion centered on the fact that the Tri-Met Board would like to implement a revised fare schedule at the same time other transit changes take place. It is anticipated that the next schedule change will take place in April. The Tri-Met Board has tabled action on this proposal pending public comment. Linore Allison indicated it would be an appropriate time to submit recommendations to the Board. Under consideration is the incorporation of three transit zones from the present five.

Linore also spoke of the Board meeting with the City of Portland and the Association for Portland's Progress regarding the retention of Fareless Square. The City of Portland is supporting its retention as is the Portland business community. The City is seeking alternatives for support of the Square as opposed to buying transit service.

Commissioner Veysey emphasized the necessity of coordinating Tri-Met service with that of C-TRAN and being apprised of future transit changes. He anticipated a fare increase in Clark County about the first of the year. The need to interface both transit systems was stressed.

In further discussion, Mayor Cole felt that one of Tri-Met's considerations should include the issue of whether or not exact change is required to ride the bus. He felt it is a disincentive to ridership. In addition, he spoke of the emotional issue experienced by Washington County over the subsidy of Fareless Square.

Linore Allison stated the Tri-Met Board's goal as threefold: to simplify the fare structure, increase ridership and increase revenue. The question was then raised as to whether or not the proposed fare changes would, in fact, decrease revenue. Bob Post indicated they were revenue neutral.

Rick Gustafson explained the importance of maintaining Fareless Square as part of the State Implementation Plan. In its absence, other controls would need to be sought as a means of meeting the clean air standard.

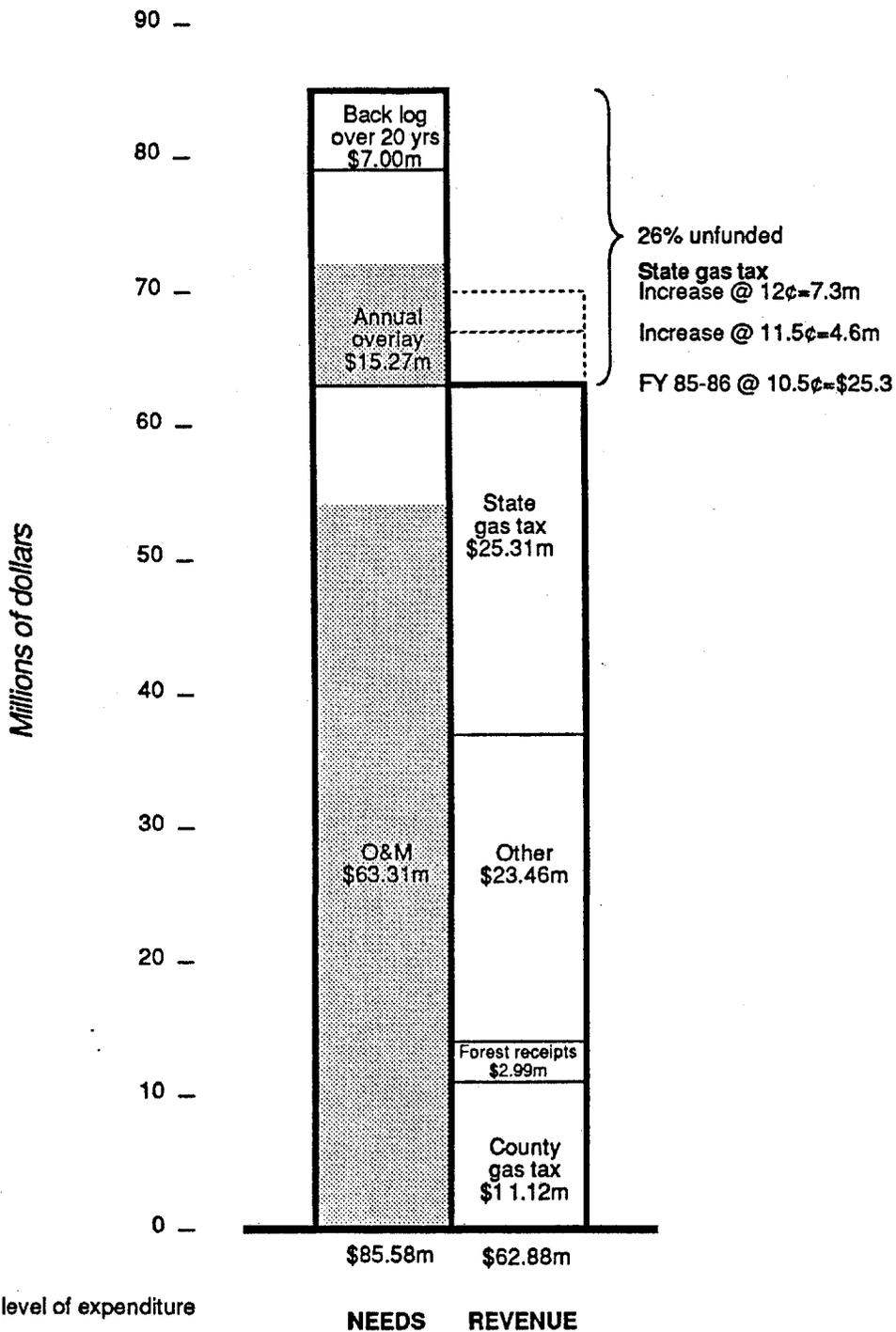
Another question raised was whether or not a peak/off-peak fare differential could be implemented by Tri-Met. In response, it was noted that the Board wants to offer a revised fare structure that would be simplified as it is felt that the present one is too complex (based on public comments).

Acting Chairman Jim Gardner felt that it would be appropriate for JPACT to take a position on this matter in the future.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
COPIES TO: Rick Gustafson
Don Carlson
JPACT Members



NOTES:

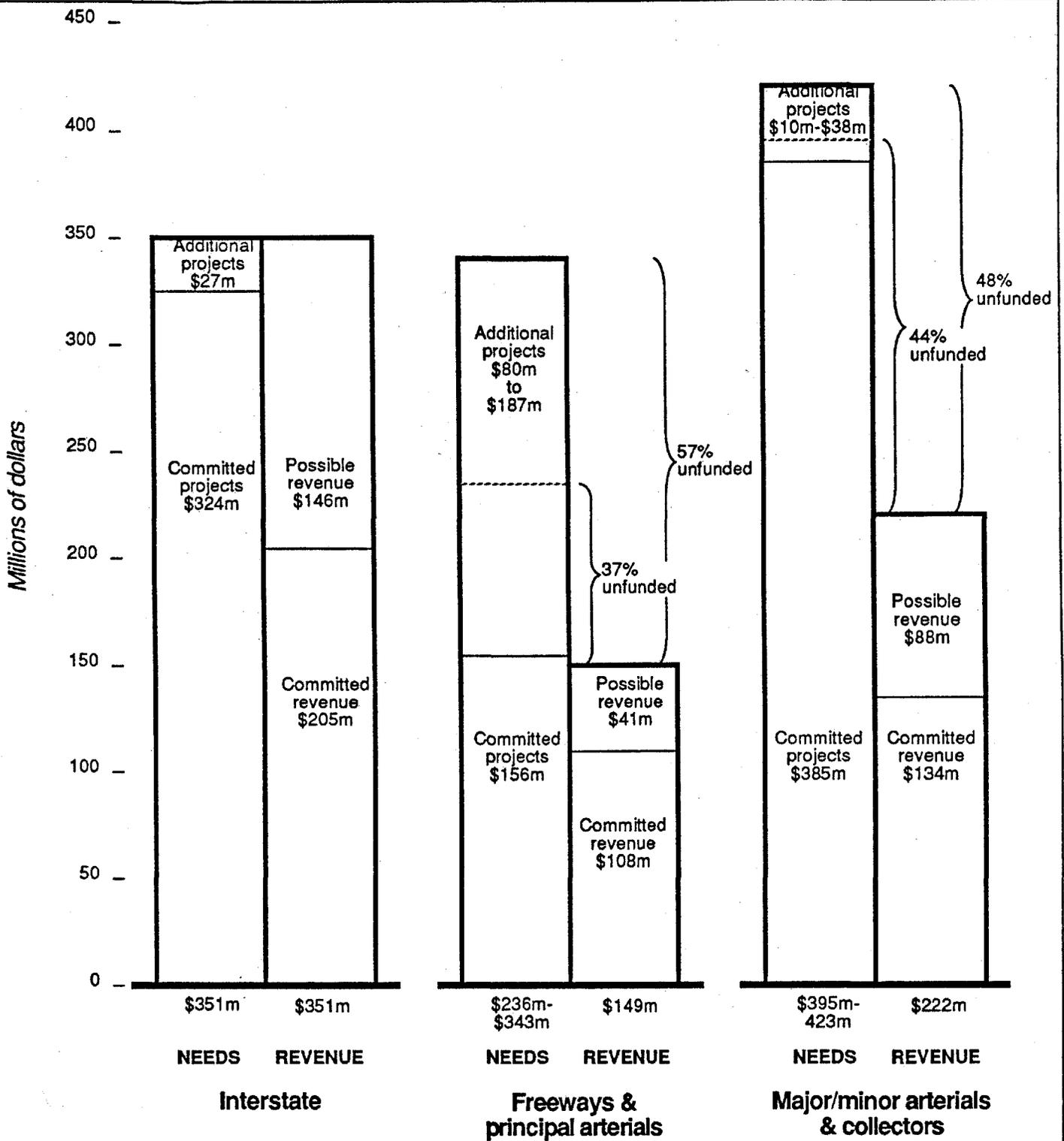
- Includes current maintenance responsibilities; maintenance on new streets not reflected.
- "Other" revenues not dedicated to highway purpose – subject to local budget process.

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1985-86 Annual Operations Maintenance & Preservation 'Needs' & Revenue

Clackamas, Multnomah, Washington Co. & 24 cities in Metro Urban Growth Boundary



NOTES:

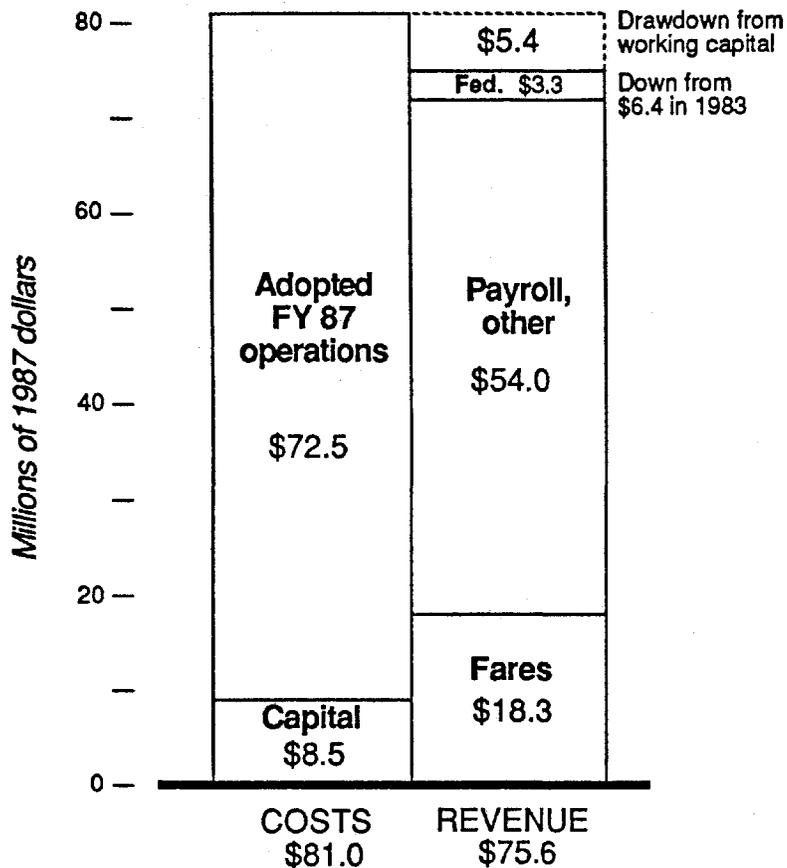
- Does not include local road modernization or complete assessment of collectors where considerable property tax and private funding is involved. (For example, Multnomah Co. has identified a \$12m local street liability.)
- "Possible" revenues assume continuation of federal funding to Portland region based upon expected federal action and historical state action.

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METRO

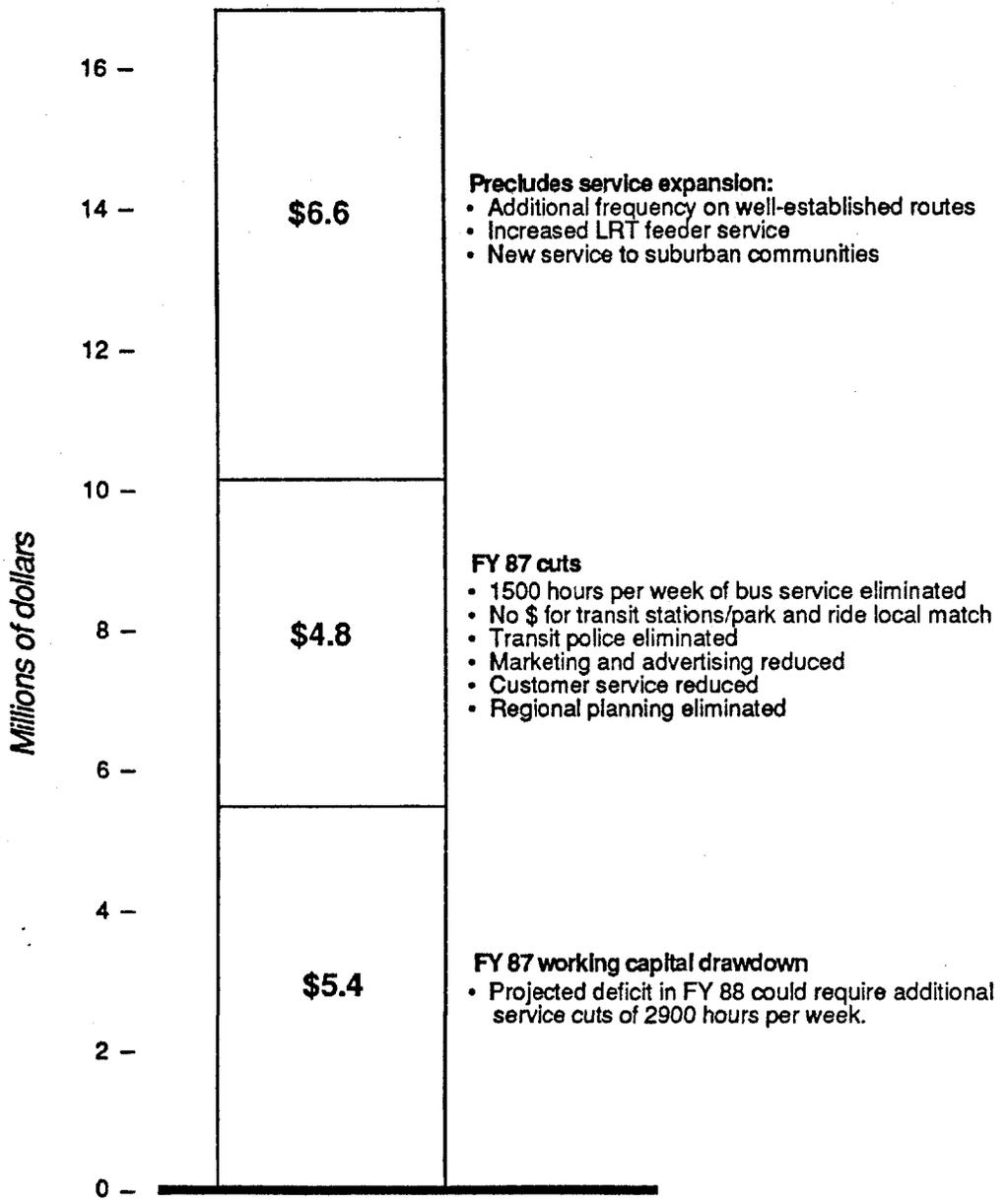
1986-2005 Modernization 'Needs' & Revenue

State, county & city needs within or serving Metro Urban Growth Boundary



Adopted Budget Issues

- Federal Operating Assistance of \$3.3 million may be eliminated.
- Diesel fuel prices assumed at current low of 40¢/gallon; guaranteed only three to four months in future. 10¢ increase = \$500,000
- Workers Compensation budgeted at 50% decrease of 1986 level: \$1.8 million vs. \$3.6 million.
- Self-Insurance Costs budgeted at 33% decrease from 1986 level: \$1.2 million vs. \$1.8 million
- Operator attendance expected to rise from 1986 level of 88.4% to 1987 goal of 90.5%; maintenance worker attendance expected to rise from 91.6% to 95.0%





METRO

2000 S.W. First Avenue
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Memorandum

Date: August 7, 1986

To: Tri-Met Board

From: JPACT

Regarding: Portland Metropolitan Area Transit Plan

The adopted Regional Transportation Plan (RTP) for the year 2005 calls for a 60 percent increase in transit service to accommodate an almost doubling in transit ridership over the next 20 years. This increase in transit service would occur at the same time that significant improvements will be made to the highway system, at a cost of nearly \$1 billion, to assure adequate mobility throughout the region.

The relationship between the highway and transit components of the RTP and local comprehensive plans is very strong. If the transit objectives of the RTP cannot be achieved, there will be a significant increase in congestion on the highway system, which would require a substantial revision to the highway component of the plan and would also have a negative impact on adopted development objectives of local jurisdictions.

Recent actions of the Tri-Met Board appear to be taking the region further away from meeting our long-range transit objectives. While we appreciate the current financial problems that you are grappling with and concur with your desire to control costs, we are concerned that recent and further cuts in transit service will create a downward spiral in ridership which will be difficult to turn around. This trend would have significant land use and development implications, as well as have a major impact on the street and highway system -- all of which would need to be addressed by local jurisdictions as quickly as possible.

Recent analyses indicate that without an additional revenue source, a further 10 percent cut in transit service may be required next year, taking us even further away from meeting the RTP goals. We would appreciate the opportunity to meet with you in the near future to gain a better understanding of our assessment of the current situation and to begin a process to work together to meet our collective objectives. Please advise us of when a convenient time to meet would be.

COMMITTEE MEETING TITLE JPACT

DATE 8-7-86

NAME

AFFILIATION

M- Dick Pokornawski	City of Vancouver
M- Was needed	Washington County
M- Bob Dunlap	CLACKAMAS
M- Mark Weidylek	City of Mult Co.
S- Rick Gustafson	Metro
M- George Dan Foy	"
MA- Gretchen Katsoury	Mult Co
MA- Bob Bethman	ODOT
ME- Mike Allison	Tri Met
M- Ally Cole	CITIES OF WASHINGTON COUNTY
M- Ron Thom	" " Clackamas "
M- Sam Coop	Metro
G- GRACE CRUICKAN	Pdx
G- GBARRINGTON	TRI-MET
G- ROSALIND DANIELS	CLACK. Co. CITIES
G- Bob Post	TRI-MET
G- Doug McClain	CLACK Co Staff
G- Denny Moore	ODOT, Transit Div
G- Geraldine L Ball	CWFF + JJB, Inc.
G- Peter F Fry	CEIC
G- Die Malley	Interjurisdictional Resource Center
G- Bebe Rucker	Port of Portland
G- MARTIN WINCH	PAULINE ANDERSON staff (Mult. Co.)

