

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
520 S. W. Yamhill Street
Portland, Oregon 97204

MINUTES OF MEETING OF DECEMBER 12, 1977

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held December 12, 1977, at 10:00 a.m., at the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, Florice Walker, John Frewing, Nellie Fox, Robert Murray. Absent: James Goodwin, Ellsworth Ingraham.

Also present: Stephen R. McCarthy, Bob Prowda, Bill Hall, James Emery, Roger Shiels, Cliff Alterman.

A. INTRODUCTION OF NEW DIRECTORS

Mr. Drummond introduced the new members of the Board to the audience.

B. APPROVAL OF MINUTES

The minutes of the regular meeting of November 7, 1977, and of the special meeting of November 28, 1977, were unanimously approved.

C. ELECTION OF OFFICERS

Officers were elected, individually, by unanimous vote for two-year terms as follows:

President	Gerard K. Drummond
Vice President	Ellsworth P. Ingraham
Secretary	Florice Walker
Treasurer	John Frewing

D. SIGNATORY AUTHORIZATIONS FOR DISBURSING AND TIME CERTIFICATE DEPOSIT ACCOUNTS

Mr. Emery, Director of Finance, explained that the Disbursing Account is the account into which payroll taxes are paid and from which Time Certificate

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Deposits are purchased. Monies earned from TCD's are redeposited into the same account. He said the Disbursing Account is controlled by the Board and that once the money leaves the Disbursing Account by signature of Board members, it goes into the General Account and becomes monies that the staff manages.

Mr. Emery explained that this procedure requires two signatures, one must be a Board member and the other may be the General Manager, or another Board member.

Ms. Fox moved that authorization to sign checks or other orders for withdrawal of funds from the Disbursing account of any Time Certificate of Deposit account of Tri-Met be amended as follows: Gerard K. Drummond, President; Ellsworth P. Ingraham, Vice President; Florice Walker, Secretary; John Frewing, Treasurer; and E. R. Peter Cass, General Manager; two signatures shall be required, one of which must be that of a Board member. The motion was seconded and unanimously approved.

E. COMMITTEE APPOINTMENTS

Mr. Drummond explained that Board committees meet with staff as necessary and make recommendations to the whole Board during the regular monthly Board meetings. Members may serve in the area of most interest to them. The following appointments were made with the understanding that Mr. Ingraham and Mr. Goodwin could select at a later date which committees they prefer to serve on:

Marketing Committee	Nellie Fox and Robert Murray
Planning Committee	John Frewing and Florice Walker
Finance Committee	Ellsworth Ingraham, John Frewing and Robert Murray.

F. RESOLUTION TO AUTHORIZE TRANSFER OF CONTINGENCY FUNDS TO GENERAL FUND FOR APPROVED CETA POSITIONS

Mr. Emery explained that at the November 7, 1977 Board meeting the Board approved the CETA Program and established 17 CETA-funded positions, noting that 100% funding had been requested from the City for these positions. Mr. Emery requested that funds now be appropriated by transfer from Operating Contingency so that these CETA people could be paid. He explained that Tri-Met will be reimbursed by the City for funds expended for CETA personnel. In addition, Mr. Emery explained that one more CETA position had been added since last month and two other positions were being requested in the Resolution presented. He told the Board that a new position of Secretary to the Finance Department had been created and that a Bus Stop Sign Coordinator position was being transferred from Operations to Contract Administration Department. This, he noted, makes a total of 20 requested positions.

It was moved, seconded and unanimously approved that the Resolution be accepted as presented. A copy of the Resolution is made a part of these Minutes.

G. ANNOUNCEMENTS AND INFORMATION

Ridership's new high - 123,400 people on an average weekday -- 6.5% over November, 1976 and 1.3% under the budgeted projection of ridership for this month.

Revenue - 6.7% over November, 1976 -- .8% under budgeted projection for this month.

Passes - 19,700 monthly passes were sold for November (new high) -- 6.4% over last year.

Vancouver/Portland Service - 710 people per weekday -- lower than last month due to snow and inability to get service across the Interstate Bridge to Vancouver.

Vancouver/Portland Revenue - \$9,932 for month of November -- Tri-Met's cost is \$21,400 with a net cost of service of approximately \$11,500.

Vancouver/Portland Month Passes - 115 monthly passes sold at \$27 each.

LIFT Service - was also impacted by snow with ridership of 8,563 people -- 8% less than last month. Tri-Met's cost is \$7.22 per rider. Prior to week of snow, Tri-Met was averaging about 366 trips, which was 7.6% over October. After the snow, the average was 253 trips.

Mall Opening - Bob Prowda gave a brief report on the Mall opening. He stated that he was very pleased with how everything was moving along so well. Mr. Prowda commented that due to the problems with the union and the lack of a sign-up by drivers, Tri-Met had about 3 days to inform approximately 110,000 to 125,000 people of what was to take place on December 11 with regard to the bus route changes and the addition of symbols on the streets. He explained that Tri-Met now has mid-block bus stops and end-of-the-block bus stops which spread out the waiting passengers. Mr. Prowda said he thought the opening ran extremely smooth for such a big project.

Mr. Frewing was interested in the status of the shelters -- when Tri-Met expected the removal of the chain-link fencing from around them.

Roger Shiels, Project Director for the Mall, responded with a brief report on the construction areas noting that by the opening of the Mall, the fencing was to have been removed, but the contractors did not quite make it. He said construction would be going on through most of January in some parts of the Mall bringing everything in to order.

Steve McCarthy commented that the Mall was never designed for a two-way operation -- neither from a bus nor passenger point-of-view -- loading on both sides of the street, and so there was a tremendous people congestion problem on the sidewalk on the nonloading side. He stated that this has been eliminated by the one-way operation now in effect.

Mr. Frewing expressed concern about the safety on the Mall and Mr. McCarthy told him that staff has spent several months working up a detailed Mall Safety Program in cooperation with the City Police, City Traffic Department, the Mayor's office, and several others, and that the Program is now in the Mayor's office awaiting final action. He said he felt the Safety Program with a big educational program will have to take place.

Mr. Drummond announced that the report to the Board from the Task Force on Transit Financing would not be given at this meeting as anticipated, but would be given at the next Board meeting, thereby giving the new Board a chance to become more acclimated.

H. NEW BUSINESS

Mr. Frewing asked about the Owl Service recommendation mentioned in the November 7 Board Minutes as being presented at this meeting. Mr. McCarthy said that the recommendation has been deferred because it is a very significant matter and should be presented when the new General Manager is on board. He commented that Tri-Met has the entire month of January to act on the options.

Mr. Frewing also noted that in the November 28 Board Minutes there was mention of a draft Board policy of performance review being written. Mr. Drummond responded that he had requested Dick Archer, Personnel Manager, to prepare such a draft and that it would be presented to the Board after Mr. Cass had reviewed it.

Mr. Frewing then stated that all state agencies are required to identify by December 31 to the Land Conservation Development Commission their programs that affect land use. He wanted to know what kind of identification Tri-Met had done or was doing. He said this was under requirement of SB 570 passed in the last legislative session.

Bill Hall responded that his staff was working on this and that Tri-Met is a Member of CRAG funneling all of its work through them. He commented that Tri-Met has a land use policy adopted by the Board under which it operates.

I. PUBLIC FORUM

Mr. Drummond commented that it was the policy that anyone addressing the Board at the public forum should keep their comments limited to a five-

minute talk. He then asked if anyone wished to address the Board. There was no one who had signed up to speak, and so Mr. Drummond introduced the regular public forum speakers who were in attendance.

There being no further business, the meeting was adjourned.

A handwritten signature in cursive script, appearing to read "J. D. Emery", written over a horizontal line.

J. D. EMERY, Assistant Secretary

R E S O L U T I O N

Recitals:

On June 28, 1977, the Tri-Met budget for fiscal year 1977-78 was approved by the Board and resources were appropriated.

On November 7, 1977, the Tri-Met Board approved the establishment of up to 17 positions subject to concurrence by the City of Portland and 100% funding with CETA funds. The City of Portland actually approved funding for 18 positions at 100%.

Prior to the November 7, 1977 action, the Board was notified that a transfer of operating contingency would be necessary in order to comply with Oregon Budget Law and properly appropriate resources for the CETA positions. A supplemental budget will recognize the additional resources at a later date.

Two further positions are required as a housekeeping measure. In the first instance the Bus Stop Sign Coordinator assigned to Contract Administration has for a period of time continued to fill a budgeted position of Operator on loan from Operations to Contract Administration. In the second case, the need for a Secretary in the Finance area has been filled by loan from the Executive Office.


The transfer of Operating Contingency to Administrative and Support Personal Services will provide appropriations for the following Personal Services and establish positions as indicated for 7 months.

	<u>Labor, Payroll Tax & Insurance</u>
<u>Finance Department</u>	
1 Secretary	\$ 9,080
<u>Contract Administration</u>	
1 Bus Stop Sign Coordinator	12,150
<u>Marketing Department</u>	
2 Customer Development Aids	6,450
2 Mall Public Relations Assistants	6,450
<u>Planning Department</u>	
9 Survey Takers	47,570
1 Clerical Assistant	5,280
1 Survey Coordinator	6,800
2 Planning Interns	14,520
1 Assistant Planner	<u>8,200</u>
Total	\$ 116,500

NOW THEREFORE BE IT RESOLVED by the Tri-Met Board of Directors that:

Twenty positions be established and \$116,500 of Operating Contingency be transferred to Personal Services in Administrative and Support departments.

APPROVED: December 12, 1977

A handwritten signature in cursive script, appearing to read "R. N. A.", is written above a horizontal line.

President

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
520 S. W. Yamhill Street
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MINUTES OF MEETING OF JANUARY 9, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held January 9, 1978, at 10:00 a.m. at the Water Service Building, 1800 SW Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, Chairman, presiding; Nellie Fox, John Frewing, James Goodwin, Robert Murray, Florice Walker. Absent: Ellsworth Ingraham.

Also present: Stephen R. McCarthy, Dennis Chapman, Bob Post, Jerry Wood, Bob Prowda, Jim Emery, Roger Shiels, Charles Williamson and Mike Kyte.

A. APPROVAL OF MINUTES.

The minutes of the regular meeting of December 12, 1977, were unanimously approved.

B. ANNOUNCEMENTS AND INFORMATION.

Ridership/Revenue figures were reported by Mr. Prowda, showing that the average weekday ridership during the month of December was 115,500, a 9.1% improvement over December 1976, and .8% under projection. Revenue reached \$827,600, a 3.6% increase over last year and 3.1% over projection for the month.

Monthly Pass Sales totalled 16,350, a 6.6% increase over last year.

Portland/Vancouver Line had an average weekday ridership of 711 riders, resulting in revenue of \$9,800, with costs of \$22,700. 83 Portland/Vancouver passes were sold at \$27 each.

Park and Ride Lots survey indicated a 38% increase in usage over last year during survey week. Survey also indicated availability of lots influence decisions on riding bus and carpooling.

Downtown Parking Program report indicated 137 permits were issued, representing 450 people, which is slightly lower than November.

The Lift Report presented by Dennis Chapman indicated total ridership was up because of an extra day, but average ridership down because of the holiday week between Christmas and New Year's, with cost per trip running slightly over \$8 during December. Revenue from social service agencies was also slightly down during the month.

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Transit Mall Report given by Mr. Prowda indicated that the Mall is working as planned and that all preparations for changes effective January 22 are progressing as scheduled.

Mr. Wood reported on the negotiations in progress with the City of Portland and other interested groups on the final regulations for use of the Mall. These regulations cover the sidewalks, bus lanes and other vehicle lanes. He commented that they are being distributed now and will be in effect and enforced January 22. Meetings have been held with all prospective users of the Mall and concurrence has been obtained. Mr. Wood also indicated that the Safety Program has been approved by Mayor Goldschmidt, which also goes into effect on January 22. He mentioned that the City of Portland will assume responsibility for the Mall after it has been completed and when they agree it is acceptable.

C. CHANGES FOR JANUARY SIGNUP.

Mr. McCarthy reported that the December signup, postponed because of the dispute on running times, will take effect January 22 and will include the final Mall routing changes. He also stated a series of reductions will take effect at that time. At this point, Mr. Prowda explained the extensive arrangements made to educate the riders regarding changes. Mr. McCarthy went on to explain the simplicity of the new schedules, signing, etc. Mike Kyte explained the reasoning behind running time adjustments, route changes within the downtown area, expanded service where needed and reductions on approximately 20 routes. Mr. Kyte discussed further the means used to inform the public of the changes. Mr. Drummond added that at the next several signups, additional changes will be made in running times as needed and as additional information becomes available. Mr. Frewing asked if an alternate schedule was available for implementation during inclement weather; and Mr. McCarthy replied that Tri-Met has a snow plan, but not a separate set of running times. He stated that Tri-Met tries to run all service possible during severe weather conditions.

D. ORDINANCE NO. 52.

AN ORDINANCE ADOPTING RULES FOR MEETINGS
AND REPEALING ORDINANCE NO. 24 AND
DECLARING AN EMERGENCY

Mr. Charles Williamson of Kell, Alterman & Runstein, explained the changes. Ms. Walker suggested changing the time of the Board meetings which is listed as 1:30 p.m. in the Ordinance, to 10:00 a.m. to reflect the actual meeting time. Mr. Murray moved adoption of the Ordinance as amended, Ms. Walker seconded, and Mr. Drummond called for a roll call vote.

Voting aye: Mr. Drummond, Ms. Fox, Mr. Frewing, Mr. Goodwin,
Mr. Murray, Ms. Walker.

Voting no: None. (Mr. Ingraham was not present for the vote.)

The motion passed and a copy of Ordinance No. 52 is attached hereto and made a part of these minutes.

E. INDUSTRIAL ACCIDENT RESERVE.

Mr. Emery, Director of Finance, reported that as of January 1, 1978, Tri-Met is self-insured, and that the Industrial Accident Reserve will build

to an amount such that excess funds should be deposited with the State Investment Pool and that a checking account should be established at The Oregon Bank for day-to-day operations. The State Investment Pool allows flexibility in deposits and withdrawals and returns a maximum amount to earn interest daily. It was moved and seconded that such arrangements be made. The motion passed unanimously.

F. BANFIELD STATUS REPORT.

Mr. Post discussed briefly the history of the Banfield Project, explaining the cooperative efforts of Tri-Met, the Columbia Region Association of Governments and the Oregon Department of Transportation, the City of Portland and Multnomah County. Mr. Post then introduced Mr. Bothman, Mr. Sammons and Mr. Patterson from the Oregon Department of Transportation who presented a slide show which explained the five alternatives under consideration for the Banfield Corridor. They are:

1. No Build;
2. Low Cost Improvements;
3. High Occupancy Vehicle Lanes;
4. Busway;
5. Light Rail Transit.

Mr. Post concluded his presentation by stating that the draft of the environmental impact statement is now being reviewed by various jurisdictions. Mr. Post also reported on the status of several grants which would aid in the study of the Corridor. Mr. Frewing asked whether the five Banfield options coincided with the three land use alternatives set forth by the City of Portland to which Mr. Post stated that two of the City's alternatives were compatible.

G. NEW BUSINESS.

There was no new business.

H. PUBLIC FORUM.

No one indicated a desire to speak to the Board.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
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MINUTES OF MEETING OF FEBRUARY 6, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held February 6, 1978, at 10:00 a.m. at the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Nellie Fox, John Frewing, James Goodwin, Ellsworth P. Ingraham, Robert Murray, Florice Walker.

Management Staff present: E. R. Peter Cass, Roger Shiels, Bob Prowda, J. D. Emery, Dennis Chapman, Bob Post, Miriam McClure and Legal Counsel, Cliff Alterman.

A. APPROVAL OF MINUTES.

The minutes of the regular meeting of January 9, 1978, were unanimously approved.

B. FINANCIAL REPORT.

The financial report for the first six months of fiscal 1977-78 was given by J. D. Emery, Director of Finance, who stated that at December 31, 1977, approximately \$3.5 million in cash was on deposit, Tri-Met had federal receivables of \$2.7 million and that the current position was \$2,752,000. Operating revenues at \$5,118,000 were 48% of those budgeted for the year and departmental expenses at \$17,604,000 were at 50% of the budget. The unfavorable variance in operations resulted from anticipated schedule cuts being postponed and mileage running 3% in excess of projections. Mr. Emery reported that revenues from payroll taxes were higher than projected. Emery indicated that a Supplemental Budget would be required to appropriate increased resources to cover expenses; and would be submitted at a later Board meeting.

C. SPECIAL TASK FORCE ON TRANSIT FINANCING REPORT.

Mr. Drummond, President, reported to the Board on the purpose and formation of the Special Task Force and its members. He then briefly outlined the principal short-term and long-term recommendations made by the Task Force. The short-term recommendations are: a fare increase, increase of payroll tax to .6%, productivity improvements, and an increase in State of Oregon's contribution to mass transit capital costs. The long-term recommendations are: obtaining broad-based tax support (auto-related tax, sales tax, lottery, general levy) and increased federal contributions. The Board unanimously voted to accept the Report for further study, after requesting that Tri-Met staff members study the

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individual alternatives and make recommendations. (The Task Force Report is attached to and made a part of these minutes.)

D. ANNOUNCEMENTS AND INFORMATION.

1. General Manager's Report.

Mr. Cass stated that this was his first Board meeting and he looked forward to working with the Board and the staff of Tri-Met.

2. January Performance Reports.

Ridership/Revenue figures, reported by Mr. Prowda, showed an average weekday ridership during the month of January of 128,566, a 6.3% increase over January, 1977, and 2.3% over projection. Revenue totaled \$922,110, an 8.9% increase over the same month last year and 5.0% over projection for the month.

Monthly Pass Sales totaled 16,032, a 12% decrease from last year; however, pass revenue was \$1,096 higher than January of last year due to the increased price.

Portland/Vancouver Service had an average weekday ridership of 775, resulting in revenue of \$10,368. Costs totalled \$21,924.

The Lift Report presented by Dennis Chapman indicated that ridership had increased during January to 350 trips per day and that the cost per trip was just over \$7, as compared with slightly over \$8 in December. Revenue from agency contracts was slightly lower than December, principally due to the continued increase in use by general passengers, who now account for almost half of the ridership. Wheelchair passengers increased to 20% of Lift passengers in January. Upon questions from the Board regarding the cost per trip, Mr. Chapman reported that Tri-Met can conceivably bring the cost per trip to \$5, but that even at \$7 per trip, Tri-Met has the lowest cost-per-trip in the country. Mr. Cass stated that a complete review of the operation would be undertaken to insure the lowest possible costs.

3. Banfield Transitway Public Information Program.

Miriam McClure, Community Relations Specialist, reported on the efforts currently being made to inform the public on the Banfield Project. She stated that the means being used provide heavy citizen involvement through a citizens advisory committee and neighborhood meetings. Also, much use of the media and publications is underway. She stated that since the project is so complex, Tri-Met must get the information to the most possible people so that at the hearing, testimony will be as informed as possible.

4. Mall Report.

Roger Shiels, Transit Mall Project Director, said that a report recently received from Skidmore, Owings & Merrill stated that delamination of some bricks occurred primarily because of defective expansion joints and deficiencies in installation of brick, and that certain portions must be replaced. The report also indicates the responsibility lies with the contractor, while a report done for the contractor indicates the architect is at fault. Mr. Frewing asked what the cost implications are to the public to which Mr. Cass replied that the costs would be borne by either the architect or the contractor, but not by Tri-Met.

E. RESOLUTION TO AUTHORIZE SUBMISSION TO URBAN MASS TRANSPORTATION ADMINISTRATION OF APPLICATION FOR GRANT FOR TRANSIT CORRIDOR DEVELOPMENT CORPORATION STUDY.

Bob Post, Assistant Director of Planning, stated that various city, county and state agencies recognize the need for coordination of land use planning and transportation investments. He described a transit corridor development corporation as a mechanism by which land use planning can be coordinated and controlled for optimum public benefit and return on investment. The study project total cost of \$62,500, if approved, would be supported by an 80/20 UMTA grant, with local share of \$12,500 paid by Tri-Met. Project work would be shared by the City of Portland, Multnomah County, Tri-Met, legal counsel and an institutional consultant. Mr. Goodwin stated that he feels all involved agencies should be equally responsible for costs of the study rather than only Tri-Met. After further discussion by the Board, Mr. Ingraham moved adoption of the Resolution, Ms. Walker seconded, and Mr. Drummond called for a roll call vote.

Voting aye: Mr. Drummond, Mr. Ingraham, Mr. Frewing, Ms. Fox, Ms. Walker, Mr. Murray.

Voting no: Mr. Goodwin.

The Resolution was adopted and a copy is attached hereto.

F. OWL SERVICE.

At the request of the Board, Tri-Met staff members were to determine which services were under-utilized, and it was apparent to the Board that the Owl Service was in this category. Bob Post reported that this service costs \$240,000 annually and has an average daily ridership of 235. Revenue from this service presently covers only 8% of the service cost. At the Board's direction at the Board meeting on October 3, 1977, staff investigated cancelling Owl Service. Two options were determined to be (1) using taxis, and (2) reducing the frequency of the service. Post reported, however, that the City of Portland has certain restrictions on shared taxis with multiple destinations and the staff recommends that the present service be continued until further investigation of the matter can be made with the City and the taxi companies. Mr. Drummond recommended that the staff continue to examine all options.

G. PUBLIC FORUM.

Kenneth McFarling - deferred comment until a later meeting.

Peggy Clifford - requested that a combined run of Lines 42 and 43 be run once each evening. The matter was referred to staff to evaluate.

Walter M. Mason - offered to anyone interested to provide material on the Baltimore transit system in which reduced fares are offered to nonpeak-hour riders.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
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MINUTES OF MEETING OF MARCH 6, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held March 6, 1978, at 10:00 a.m. at the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; John Frewing, James Goodwin, Ellsworth P. Ingraham, Robert Murray, Florice Walker.

Absent: Nellie Fox.

Management Staff present: E. R. Peter Cass, Miriam McClure, Dennis Chapman, Bob Post, Bob Prowda, J. D. Emery, Carolyne Nelson and Legal Counsel, Charles Williamson.

A. PUBLIC HEARING AND CONSIDERATION OF SUPPLEMENTAL BUDGET FOR FISCAL YEAR 1977-78.

Mr. Emery, Director of Finance, presented the proposed Supplemental Budget for fiscal year 1977-78, a copy of which is attached hereto and by this reference made a part of these minutes. Mr. Emery reported that the Supplemental Budget incorporates additional resources available for appropriation to support new Tri-Met programs. Mr. Emery stated that as a result of a management audit, Tri-Met is developing certain improvements within the Personnel and Operations departments in order to curtail sick leave abuse and absenteeism. Also, some reductions in lower priority service have been made to reduce Operations costs.

Mr. Emery then explained each item in the Supplemental Budget to the Board.

At the completion of the report on the Supplemental Budget, Mr. Drummond asked for questions regarding the Budget.

Mr. Frewing stated that at a prior Board meeting, Mr. Emery had indicated that Tri-Met's becoming self-insured would be less expensive than insuring through the State Accident Insurance Fund, and that according to the proposed Supplemental Budget, the costs were actually higher.

Mr. Emery replied that additional funds were required in the self-insurance retention fund based on accident figures for the first six months of fiscal year 1977-78.

Mr. Frewing asked whether the Personnel Department goal in the 1977-78

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budget to achieve a 10% reduction in passenger and vehicle accidents per million miles could be related to the accident ratio given in the Supplemental Budget.

Mr. Emery stated that Tri-Met had not achieved the goal but that the exact figures were not available. Mr. Cass said that the figures would be obtained and reported to the Board.

Mr. Ingraham asked if the \$1,040,000 in capital funds from the State would be collected this fiscal year.

Mr. Emery replied in the affirmative and stated that the sum is a match of 50% of the capital costs for the Mall and for construction costs beginning in July.

Mr. Ingraham moved to approve and submit the Supplemental Budget to the Tax Conservation Committee, and Mr. Murray seconded. Mr. Drummond called for a roll call vote.

Voting aye: Mr. Drummond, Mr. Frewing, Mr. Goodwin, Mr. Ingraham, Mr. Murray, Ms. Walker.

Voting no: None.

B. APPROVAL OF MINUTES.

The minutes of the regular meeting of February 6, 1978 were unanimously approved.

C. GENERAL MANAGER'S REPORT.

Mr. Cass, General Manager, stated that in order to keep Board members advised of Tri-Met's operations, he would like to focus discussions on ridership, revenue, operational issues, new services and cutbacks in service.

1. February Ridership and Revenue figures reported by Mr. Bob Prowda, Director of Marketing, showed an average weekday ridership during the month of February of 128,146, a 6.8% increase over February, 1977, and 2.9% over projection. Revenue totaled \$869,787, a 9.2% increase over February, 1977, and 5.1% over projection. Mr. Prowda stated that February revenue was excellent considering that there were only 20 business days, which included two "Presidents' Days." Mr. Drummond stated that Tri-Met is not allowed to run holiday service on "Presidents' days."

System. Monthly pass sales totaled 15,164, an 18% decrease from February, 1977, and pass revenue decreased by 6.6%. There was a substantial increase in ticket sales and cash sales. General consensus of the Board and staff noted that February is always the lowest month for pass sales because the number of working days gives passengers the least amount of dollar value.

Vancouver. Portland/Vancouver Line No. 5 service had an average weekday ridership during the month of February of 760, resulting in revenue of about \$9,600. Costs totaled almost \$21,000, leaving a net cost of service of \$11,350. Mr. Cass announced that the service contract with Vancouver terminates June 30, 1978. The renewal of the contract will be the subject of discussion at an upcoming Board meeting with respect to a six-month or one-year extension.

The Lift. Dennis Chapman, Special Transportation Coordinator, reported that ridership had increased during February to 356 trips per day. Usage by general passengers (nonagency related) totaled 50.8% of all trips. Wheelchair bound passengers decreased from 20% to 17%. Cost figures for February will be reported at the next Board meeting. The data from January reflects a cost per trip of slightly over \$8. The figure for calendar year 1977 was \$7.94 on an annualized basis.

Mr. Cass stated that Tri-Met staff had spent some time with UMTA representatives reviewing The Lift. This program is funded by UMTA through December 31 of this year, and Mr. Cass said that the staff would present the Board with alternative proposals for possible continuation of The Lift after December 31 within the next several months.

Mr. Drummond added that The Lift service research and alternatives should be included in the budget.

2. April Signup Changes. Mr. Prowda reported that there will be schedule changes effective April 2 and 3, but no route changes. The major changes will be the elimination of evening and Sunday layovers downtown in which certain buses meet downtown on the hour and half hour to facilitate transfers. Elimination of this layover pattern will provide better service on several major streets because it will promote more frequent service.

Mr. Ingraham asked if this change would result in a lessening of service to which Mr. Prowda replied that overall the service is improved. Mr. Prowda also stated that 15 lines with tight running times were being rescheduled, which improves the reliability of the schedules.

Mr. Cass stated that in addition, the changes on the downtown layovers also improve the reliability of the schedules, and that these changes were very expensive. Mr. Cass also reported that additional schedule running time changes being studied which will be effective by September could cost as much as \$1.5 million.

Mr. Prowda reported that the Barbur Boulevard lane will open April 2, and will allow Tri-Met to operate five express lines on that street. Mr. Prowda stated that Line No. 62 which serves the Zoo and OMSI would begin daily operation until Labor Day.

Ms. Walker suggested that express buses be labeled so that there are no misunderstandings regarding the express and local buses.

Referring to service on Barbur Boulevard, Mr. Frewing expressed the concern that decreasing local service on transit corridors would be contrary to encouraging residential development along those corridors.

Mr. Prowda replied that Barbur Boulevard does have good local service provided by lines other than the express.

3. Mall Days Announcement. Mr. Prowda announced the dedication of the Portland Mall on Friday, March 17, in front of the Pioneer Courthouse on Sixth Avenue at 12:00 noon. In conjunction with the dedication as a special thank you and a cooperative gesture to downtown merchants, Tri-Met has planned

a Mall Celebration Days from March 20 to 24, which will be a week-long series of activities designed to bring people downtown on the bus. Mr. Prowda stated that it was important to encourage people to ride the bus downtown, as consumer research indicated that one of the big attitude splits between riders and non-riders was the diversity of opinion toward downtown during Mall construction. Mr. Prowda stated that there would be a special supplement to the March 19 Oregonian outlining week-long series of events and entertainment, headline some background on the Mall, and including special ads purchased by the merchants in conjunction with the Mall Celebration Days.

Mr. Cass reminded the Board of the Public Hearing on the Banfield Corridor on April 6, 1978.

Mr. Prowda announced there will be a number of informational meetings specifically for the public regarding the Banfield Corridor. Mr. Prowda stated that the meeting schedules will be published in The Oregonian and the Gresham Outlook, and he also discussed several scheduled meetings to be held prior to the Hearing.

D. RESOLUTION TO AUTHORIZE ENTERING INTO CONTRACT FOR PRE-LIMINARY ENGINEERING CONSULTANT WORK FOR BANFIELD PROJECT.

Mr. Bob Post, Assistant Director of Planning, reported that both the Tri-Met and the CRAG Boards of Directors have authorized expenditure of funds for the initiation of preliminary engineering efforts on the Light Rail alternative for the Banfield Transitway Project with the purpose of providing an additional level of detail. The contract, totaling \$690,000, provides that \$225,000 be utilized on Phase I which terminates with the decision to select one of the five alternatives; if the Light Rail alternative is not selected, the balance of the funds will not be utilized. Tri-Met staff submitted a request for proposal to thirty-two (32) qualified consulting firms, and four (4) were ultimately selected for final interviews. Mr. Post recommended to the General Manager that Tri-Met initiate negotiations with a joint venture team of Louis T. Klauder -- Parsons, Brinckerhoff, Quade & Douglas.

Mr. Cass recommended that the Board pass a resolution authorizing Tri-Met's proceeding with the negotiations with these two firms prior to institution of a contract.

Mr. Drummond asked if the amounts expended in connection with the consultant work were included in the budget; and Mr. Cass replied that they were.

In reply to Mr. Frewing's question on where the majority of the work would be done, Mr. Cass replied that the team selected has made a significant commitment to perform the work in Portland.

Mr. Frewing asked what specific results would be generated by the consulting team.

Mr. Post replied that a series of reports would be produced concerning downtown recommendations, light rail recommendations, considerations for the handicapped, fare structure and capital cost assumptions.

It was moved and seconded that this Resolution be adopted and the Board voted unanimously to adopt the Resolution. (A copy of which is attached hereto).

E. PUBLIC FORUM.

Mr. Drummond invited those wishing to address the Board to speak.

Jim Howell, Citizens for Better Transit. Mr. Howell stated to the Board that the fareless zone downtown was a cost factor to Tri-Met in that it necessitated increased running times, especially during peak hours. Mr. Howell asked what the cost is, if any.

Mr. Drummond stated that the fareless zone is an added cost to Tri-Met, but that the dollar amount would be difficult to quantify.

Mr. Howell also stated that Tri-Met should not discontinue the downtown timed-transfers on the hour and half hour because elimination of this service would cause inconvenience and delays for riders on evenings and weekends.

Mr. Ingraham commented that the timed-transfer concept did not work satisfactorily in that some buses were not able to maintain scheduled times and the riders were not always able to transfer.

Mr. Ray J. Polani, Citizens for Better Transit, commented that the real problem involved is that Tri-Met is not assessing the overall system for workability.

Mr. Howell stated that if buses maintained schedules, the timed-transfer would be workable.

Mr. Cass replied that from a conceptual standpoint, Tri-Met was attempting to increase timed-transfers, but that must be preceded by a thorough analysis of lines and schedules. Mr. Cass also stated that over a period of time and study, timed-transfers would be integrated with the overall system. Mr. Cass also reported that a Task Force has been organized to study all lines, schedules and cost implications.

In reply to Mr. Ingraham's question asking for a comparison of Tri-Met's absenteeism with the national average, Mr. Cass replied that the national average is roughly 8%, and Tri-Met's average is 16%. Mr. Cass stated that Tri-Met is attempting to reduce that by 2% each year, with the savings over the first year estimated to be \$750,000.

Mr. Drummond asked Ray Booth, Director of Operations, if the schedules are significantly different from the schedules in use under the management of Rose City Transit Company.

Mr. Booth stated that some lines have undergone a number of changes, while others have not been changed.

Referring to Mr. Howell's timed-transfer questions, Mr. Frewing asked whether Tri-Met had the ability to monitor ridership to determine whether elimination of timed-transfers would have a negative or positive effect on ridership.

Carolyn Nelson, Administrative Assistant to Mr. Cass, replied that each line is counted two weekends during a three-month period.


Mr. Cass stated that operating data from other transit agencies indicate

that timed-transfers would have a positive effect on ridership under certain conditions; the timed-transfer concept is new, having been introduced in the last five years.

George R. Burton, Citizens for Better Transit, stated that from a personal experience, there is a need for a clear-cut definition of times within which senior citizens are allowed to pay the reduced fare.

Carolyn Nelson reported that the policy on reduced fares is clear-cut, but that possibly steps should be taken to reinstruct the drivers on this policy, as well as the public.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

T R I - M E T
SUPPLEMENTAL BUDGET
1977-78

BUDGET MESSAGE

During the first half of fiscal 1977-78, additional resources have become available for appropriation to support new Tri-Met programs and to prevent projected cutbacks in service which were discussed in the 1977-78 budget document.

The 1977-78 budget message said that a management audit would be conducted to see if staff efficiencies could moderate the need for service reductions. The 45-page document issued August 15, 1977 on that subject deals with both specific and general suggestions for improvements over both short term and long term.

Personnel and Operating departments are developing programs to control the major problem of sick leave abuse and absenteeism. Efforts include starting an absence control program which includes progressive discipline.

The management audit was helpful also in pointing out less major problems but there did not appear to be an immediate alternative to actions reported in the 1977-78 budget which anticipated significant reductions in lower priority service as a means to reduce operations cost and suggested the possibility of increasing fares as a means of increasing farebox revenue. Some activity

in each of these areas has occurred as the price of the monthly pass increased from \$14.00 to \$16.00 and some non-productive service was eliminated.

The original budget indicated that no appropriation of resources was made from matching funds expected to be available from Oregon Department of Transportation (ODOT), because the legislature had not completed action on that matter. When action was completed, an amount in excess of \$1.4 million became available to Tri-Met over a two-year period. \$1.04 million in 1977-78. This resource will result in reducing demand for capital cost matching funds and permit assignment of a like amount for reduction of the severity of projected service cuts.

Tri-Met has become a partner with the City of Portland whereby the City will support up to 18 employees for one year of training under the Comprehensive Employment and Training Act (CETA). Tri-Met provides the training opportunities and the City makes 100% cost reimbursement using available CETA funding. This is a new program to Tri-Met, using funds which could not have been ascertained at the time of the budget preparation.

In addition to the resources available from ODOT and CETA, there will be more payroll tax collections than originally estimated. Total supplemental resources budgeted are \$2,085,268. There is no change in tax levy resulting from adoption of this supplemental budget.

T R I - M E T
SUPPLEMENTAL BUDGET

1977-78

SUMMARY OF RESOURCES

The original 1977-78 budget noted in the budget message that matching funds from the Oregon Department of Transportation were not included because final action by the legislature had not been taken. That final action resulted in making \$1,426,516 available to Tri-Met for the biennium of which \$1,040,000 applies to fiscal 1977-78.

An agreement with the City of Portland for 100% funding of as many as 18 positions under the CETA program made \$95,268 of new resources available.

Employer payroll tax receipts have been greater than original estimates. After substantially all returns for three quarters were in, it appeared that the excess will be \$800,000.

The increase in sales price of the monthly pass from \$14.00 to \$16.00 will improve operating revenue by \$150,000 for the last half of fiscal 1977-78.

T R I - M E T
SUPPLEMENTAL BUDGET
1977-78

DETAIL RESOURCES ESTIMATE

Operating Revenue	\$ 150,000
Employer Payroll Tax	800,000
City of Portland Matching Funds CETA Program	95,268
Oregon DOT Matching Funds Capital Acquisition	<u>1,040,000</u>
Total Supplemental Resources	\$ <u><u>2,085,268</u></u>

T R I - M E T
SUPPLEMENTAL BUDGET
1977-78

SUMMARY OF APPROPRIATIONS

Requirements

Operations

Personal Services (1) 1,400,000

Materials and Services (2) 350,000

Total 1,750,000

Administrative and Support

Materials and Services (3) 115,000

Total Appropriation 1,865,000

Ending Working Capital 220,268

Total Appropriation and Ending Working Capital 2,085,268

- (1) Transportation Division
- (2) Maintenance Division
- (3) Personnel Department

T R I - M E T
SUPPLEMENTAL BUDGET
1977-78

REVIEW OF APPROPRIATIONS

PERSONNEL DEPARTMENT

Insurance premiums come due at various dates during the year and thereby cause estimates of cost to be included in the original budget document. Best judgment estimate by our insurance broker did not provide for the large increase in cost of public liability and property damage insurance which became effective January 1, 1978. This appropriation provides the additional amount for premium payments.

A regular monthly review of losses paid and reserved provides the basis for determining the amount required in the Self-Insurance Retention Fund. Experience for the first six months of fiscal 1977-78 has indicated 2½ passenger and 1 vehicle accident per million miles more than anticipated in the original budget. This will make the retention fund fall below requirements unless the appropriation indicated below is approved.

Materials and Services	
Self-Insurance Retention Fund	94,000
Insurance Premiums	<u>21,000</u>
Total Materials and Services	
Personnel Department	\$ <u>115,000</u>

T R I - M E T
SUPPLEMENTAL BUDGET

1977-78

REVIEW OF APPROPRIATIONS

OPERATIONS DEPARTMENT

Certain service reductions projected in the original budget for fiscal 1977-78 were not found to be in the public good and were not approved for implementation. This fact, coupled with some schedule improvements to make service more reliable, has caused an increase in miles of service run about 3% above the budget estimates.

All of the items listed below for additional appropriation can be traced to increased miles of service with the exception of Industrial Accident Insurance. That item reflects the very rapid increase in premiums effective January 1, 1978, which resulted in a decision to self-insure for worker's compensation. Our consulting actuaries have developed costs for self-insurance which require additional appropriation in Operations Department, as indicated.

Personal Services

Operators	890,000	
Overtime	400,000	
Industrial Accident Insurance	<u>110,000</u>	
Total Personal Services		1,400,000

Materials and Services

Diesel Fuel	95,000
Lub & Oil	28,000
Maintenance Material	167,000
Tires	27,000
Other Materials and Services	<u>33,000</u>

Total Materials and Services

350,000

Total Operations Department

1,750,000

R E S O L U T I O N

WHEREAS, the Tri-County Metropolitan Transportation District of Oregon is responsible for the LRT elements of the Banfield Transitway Project being carried out by the Oregon Department of Transportation; and

WHEREAS, the Tri-Met and CRAG Boards have previously set aside \$900,000 for Tri-Met work on LRT in FY 78 and FY 79 through federal project approval; and

WHEREAS, the schedule and technical nature of the work to be accomplished requires \$690,000 in contracted services from qualified consulting firms for Banfield preliminary engineering services; and

WHEREAS, the Tri-Met staff has completed a consultant selection process in accordance with Federal Highway Administration and Urban Mass Transportation Administration procedures; and

WHEREAS, all qualified bidders have been evaluated according to appropriate Tri-Met procedures and have been ranked according to ability to carry out the proposed work; and

WHEREAS, it is required that the General Manager be authorized to execute contract documents.

NOW, THEREFORE, BE IT RESOLVED that the Tri-Met General Manager is authorized to enter into negotiation with the top-ranked bidders and award a contract for Banfield preliminary engineering services and execute necessary contract documents to proceed with the work.

That the Tri-Met General Manager is authorized to furnish the Oregon Department of Transportation, the Federal Highway Administration and the Urban Mass Transportation Administration with such additional information as may be required to obtain federal approval to execute contract documents and initiate work.


Gerard K. Drummond, President

Date: March 6, 1978

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
520 S. W. Yamhill Street
Portland, Oregon 97204

MINUTES OF MEETING OF APRIL 10, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held April 10, 1978, at 10:00 a.m. at the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Nellie Fox, John Frewing, Florice Walker.

Directors absent: Ellsworth P. Ingraham, James Goodwin, Robert Murray.

Management staff present: E. R. Peter Cass, General Manager, James D. Emery, Bob Prowda, Miriam McClure, Dennis Chapman, Gerald A. Wood and Clifford B. Alterman, Legal Counsel.

A. APPROVAL OF MINUTES.

The minutes of the regular meeting of March 6, 1978 were unanimously approved.

B. GENERAL MANAGER'S REPORT.

1. March Performance Reports.

Ridership and Revenue figures, reported by Mr. Bob Prowda, Director of Marketing, showed an average weekday ridership of 122,449, an 8.3% increase over March, 1977 and a 2.5% increase over projection. Farebox revenue was \$944,573, 11.0% over the March, 1977 farebox revenue of \$850,643 and 4.5% over projection. Monthly pass sales decreased in number by 14% from March, 1977 to 15,304, a decrease of \$5,100.

Vancouver/Portland figures, reported by Mr. Prowda, related that this line averaged 824 riders, an 8.4% increase over February, 1978 and was significantly higher than the 620 passengers carried March, 1977. Revenue totaled \$11,277; operating costs were \$23,821, resulting in a deficit of \$12,500. 112 monthly passes were sold at \$27; and Saturday ridership averaged 142.

Mr. Cass reported that service to Vancouver is provided for under a contract between Tri-Met and the City of Vancouver. That contract terminates June 30, 1978; and Tri-Met and the City of Vancouver are presently negotiating a new contract. Mr. Cass will make a recommendation to the Board at a subsequent meeting on the continuation of Vancouver service.

Mr. Frewing asked whether Tri-Met's contract with the City of Vancouver provided for additional funds to defray operating costs of the Vancouver line.

Mr. Drummond replied that the contract does provide that the City of Vancouver pay 60% of the operating costs deficit.

2. Banfield Public Information Report, given by Miriam McClure, Community Relations, outlined the extensive means utilized to inform the public of the Banfield Transitway alternatives, which included broad use of the newspapers, television and public meetings. The Banfield Transitway Public Hearing was held April 6, 1978 at the Floyd Light Middle School in Portland with an attendance of approximately 400, with 131 people giving testimony, both oral and written; the Oregon Department of Transportation will continue to receive testimony until April 17, 1978. The Banfield Transitway Project is progressing to the decision-making stage.

Mr. Cass stated that the reason for the Public Hearing and the extensive resources utilized to inform the public of the various alternatives prior to that Hearing was to elevate the Banfield Transitway to the position of a public issue - and this has been accomplished.

Mr. Frewing asked whether any local governments testified at the Public Hearing.

Ms. McClure replied that she was not aware of testimony provided by any local governments, but that it was possible they may hold their own public hearings at a later date.

3. April Service Changes Report, given by Mr. Prowda, outlined the service changes effective April 2 and 3 which affected almost every line in regard to scheduling, but which incorporated few route changes. The scheduling changes corrected the then present running times and eliminated the timed-transfer layovers in Portland. Mr. Prowda reported that approximately 60 people had called with suggestions on specific transfer problems as a result of the elimination of timed-transfers. Tri-Met staff members are studying the scheduling to determine whether minor running time changes will aid a number of these people.

Mr. Frewing, referring to the March 6, 1978 Board Meeting, stated that the question had been asked whether Tri-Met had the capability to measure the effects of the elimination of timed-transfers on ridership and asked if ridership figures were available yet.

Mr. Prowda replied that some figures were available, but because lines are counted only four times per year, definite trends can be determined only after a period of several months.

Mr. Frewing asked if the ridership surveys included weekends.

Mr. Prowda replied that the ridership survey taken approximately six months ago included weekends and that the Scheduling Department had incorporated this information in the scheduling.

Mr. Cass announced that Mr. Prowda is presently reorganizing the complaint and suggestion procedures in order that Tri-Met can be more sensitive in identifying trends in service needs. Mr. Cass stated that Tri-Met staff should review the new complaint and suggestion procedures with the Board.

4. Mall Celebration Days Results, reported by Mr. Prowda, showed that 5,000 Mall posters were given away and many downtown stores had Mall Celebration Days Sales. All stores provided positive feedback on the Celebration with many reporting an increase in sales. Press coverage was substantial, and The Oregonian produced a complete section devoted to the Mall.

Mr. Prowda also reported that the skip-stop traffic pattern on the completed Mall allowed the buses to travel through the Mall in approximately half the time required prior to Mall completion.

Mr. Cass clarified that the reason for Mall Celebration Days was to encourage the public to use the transit system and the Mall and that Tri-Met would not organize a similar celebration next year.

Ms. Fox asked if jaywalking had diminished, and Mr. Prowda replied the problem had lessened.

5. The Lift statistics, reported by Dennis Chapman, Special Transportation Coordinator, indicated The Lift provided 8,230 trips in March; and approximately 50% of those trips were general passengers. Revenue for March was in excess of \$12,000; and the average cost per trip decreased to \$6.59 - the lowest average cost since the inception of The Lift. Mr. Chapman stated that of the 22,000 transit-handicapped in Portland, 5,500 are registered as users of The Lift.

Mr. Frewing asked for an explanation of the figures in the February financial statement which show bus miles at 80% of budget and bus hours at 140% of budget.

Mr. Cass stated the explanation to these figures would be reported to the Board at a later date.

Mr. Cass reported to the Board at this time that the Tri-Met staff would make a recommendation on a fare increase at the June 5, 1978 Board Meeting.

C. RESOLUTION TO AUTHORIZE APPLICATION TO THE URBAN MASS TRANSPORTATION ADMINISTRATION FOR A TWO-PHASE RESEARCH AND DEVELOPMENT GRANT TO ADDRESS BUS NOISE.

Gerald A. Wood, Director of Contract Administration, reported that Tri-Met staff had prepared a grant application for funds to study the bus noise level.

Mr. Drummond pointed out that the Resolution authorizing Tri-Met to apply for the grant did not specify the purpose of the grant and requested that a corrected Resolution be presented at the May 1, 1978 Board Meeting.

D. ORDINANCE NO. 53, AMENDING THE PROVISIONS OF ORDINANCE NO. 2, AS AMENDED, TO CHANGE THE TIME FOR CERTAIN APPEALS FROM PAYROLL TAX ASSESSMENTS TO SIX MONTHS TO CONFORM THE ORDINANCE TO SIMILAR PROVISIONS OF STATE LAW.

Mr. Drummond read the Ordinance and stated that this constituted the first reading of Ordinance No. 53 and that no action would be taken by the Board at this meeting.

Mr. Clifford B. Alterman, Legal Counsel, reported that Ordinance No. 53 is being presented to the Board at the request of the Department of Revenue of the State of Oregon in order that time limits imposed on appeals of the payroll tax conform with the appeal statutes of other Oregon taxing authorities.

E. ORDINANCE NO. 54, AMENDING THE PROVISIONS OF ORDINANCE NO. 2, AS AMENDED, TO SET THE TAX RATE AT SIX-TENTHS OF ONE PERCENT OF WAGES PAID.

Mr. Drummond read the Ordinance and stated that this constituted the first reading of Ordinance No. 54 and that no action would be taken by the Board at this meeting.

Mr. Charles L. Sauvie, Chairman of the Associated Oregon Industries Mass Transit Committee, responded to this and other issues by reading a prepared statement which, by this reference, has been made a part of these minutes.

Mr. Drummond, in reply to his statement, answered that: many of the suggestions offered by Mr. Sauvie have been or are presently being studied by Tri-Met, that transit advertising has been presented to the Board previously and that it is not perceived as a major source of revenue, that reduction of service area would reduce revenue proportionately and that improving labor productivity was of major importance to Tri-Met management.

F. RESOLUTION TO APPROVE THE SUPPLEMENTAL BUDGET FOR FISCAL YEAR 1977-78 AS CERTIFIED BY MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION.

Mr. Drummond reported that the Multnomah County Tax Supervising and Conservation Commission had acted favorably on the Supplemental Budget for Fiscal Year 1977-78.

Mr. Cass reported that he and Mr. Emery had attended the Public Hearing March 29, 1978 during which the Supplemental Budget was reviewed to answer any questions directed by the Commission.

Mr. Emery stated that presentation of the Supplemental Budget to the Board at the March 6, 1978 Board Meeting and the Public Hearing held March 29, 1978 fulfilled requirements of law and prerequisites to adoption of the Supplemental Budget by the Board and approval of the appropriation of resources by the Board.

It was moved by Ms. Walker and seconded by Mr. Frewing that the Resolution to Approve the Supplemental Budget for Fiscal Year 1977-78 as Certified by the Multnomah County Tax Supervising and Conservation Commission be adopted as proposed. The Board voted unanimously to adopt said Resolution.

G. PUBLIC FORUM.

John Jaeger, 5966 S. W. Bonita Road, Lake Grove, Oregon.

Mr. Jaeger: requested the line number identification be clearly marked on the rear of the buses, asked why Tri-Met did not carry advertising on buses, asked why insurance companies and banks do not pay payroll taxes, stated that drivers are not knowledgeable about routes, stated it was difficult to determine which bus stops to use, stated schedules do not inform riders of debarkation locations and stated the TV-type screens on the Mall are difficult to read.

Mr. Drummond replied that: it would indeed be convenient to identify buses from the rear, Tri-Met made a commitment in 1975 to Governor Straub to carry no advertising on buses for at least two years for esthetic reasons, banks and insurance companies are required to pay Tri-Met payroll taxes and the present schedules are color- and symbol-coded to explain bus stops.

Mr. Prowda stated that Tri-Met is experimenting with different ideas to improve the visibility of the TV-type screens on the Mall.

Mr. Cass said Tri-Met would study the feasibility of placing identification on the rear of the buses.

Peggy Schleick, 3629 S. W. Caldew, Portland, Oregon

Ms. Schleich: appealed for modified resumption of evening Greenburg bus service at 10:35 p.m. and 11:35 p.m., suggested a return to zone fares, requested a reduction in the size of Fareless Square or charge a small fare and stated that drivers should be required to adhere to schedules.

R. J. Polani, 8311 S. W. Third Avenue, Portland, Oregon
(Representing Citizens for Better Transit)

Mr. Polani stated the Board should not expect significant noise reduction as a result of noise level studies. Tri-Met should carefully monitor engine efficiency on buses equipped with noise-reduction equipment.

Mr. Frewing asked whether a citizens advisory committee would be formed to address bus noise.

Mr. Cass replied that a citizens advisory committee may be appointed at a later date to study bus noise.

Charles B. Ormsby, 170 S. W. Birdshill Road, Portland, Oregon 97219
(Representing Associated Students of Portland State University)

Mr. Ormsby protested a fare increase, based upon a study conducted at Portland State University which indicated that one-third of the students ride the bus and that 25% of those could not afford increased fares.

Mr. Drummond replied that Tri-Met's proposed fare increase is minimal compared to the rise in the Consumer Price Index and the escalated costs of driving a private automobile.

Walter M. Mason, 11905 S. W. Belvidere, Portland, Oregon 97225


Mr. Mason, referring to consultants' reports previously submitted to Tri-Met regarding bus noise, stated that such reports contained technical errors. Mr. Mason suggested the Board study actions of previous Tri-Met management and asked that he be considered as a consultant on this issue.

Mr. Cass indicated to Mr. Drummond that at a later date Mr. Mason will be given careful consideration as a consultant on bus noise.

Russell M. McCartney, 5331 N. E. Killingsworth, Portland, Oregon

Mr. McCartney stated that because bus service is slow and drivers rude, no fare increase is warranted.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

R E S O L U T I O N

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Act of 1964, as amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects;

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs;

WHEREAS, it is required by the U. S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass Transportation Act of 1964, as Amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U. S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that minority business enterprise program be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Tri-County Metropolitan Transportation District of Oregon (Tri-Met):

1. That Gerard K. Drummond, President, is authorized to execute and file an application on behalf of the Tri-County Metropolitan Transportation District of Oregon with the U. S. Department of Transportation, to aid in the financing of a two-phased Research and Development grant.
2. That the President is authorized to execute and file with such application an assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.
3. That E. R. Peter Cass, General Manager, is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application of the project.

4. That the General Manager of Tri-Met is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.
5. That the General Manager of Tri-Met is authorized to accept an offer of contractual assistance and execute a financial assistance contract with the Secretary of Transportation in connection with the project and to execute any additional assurance or documents the Secretary may require.

Gerard K. Drummond, President

Date: _____

ORDINANCE NO. 53

AN ORDINANCE AMENDING THE PROVISIONS OF ORDINANCE NO. 2, AS AMENDED, TO CHANGE THE TIME FOR CERTAIN APPEALS FROM PAYROLL TAX ASSESSMENTS TO SIX MONTHS TO CONFORM THE ORDINANCE TO SIMILAR PROVISIONS OF STATE LAW.

The Board of Directors of the Tri-County Metropolitan Transportation District of Oregon, under authority of Sections 267.300, 267.380 and 267.385 of the Oregon Revised Statutes, does hereby ordain and decree the following ordinance:

1. Section 4.02(1) of Ordinance No. 2 of the Tri-County Metropolitan Transportation District of Oregon, as amended, shall be amended to read as follows:

"4.02 Appeal to department. (1) A taxpayer may appeal to the department for the refund or revision, or both, of any excise tax within the time stated below:

(a) In the case of an appeal for a refund of taxes shown on the return filed by the taxpayer, within three years from the time the return was filed, or two years from the time the tax, or a part or installment thereof, was paid, whichever period expires the later.

(b) In the case of an appeal from additional taxes assessed, taxes assessed where no return was filed, or a refund denial issued by the Department, within six months from the date of notice of assessment. Assessments shall be final after the expiration of the period specified in this paragraph and payment of the tax shall not give the taxpayer any extension of the period within which an appeal may be taken."

Adopted: , 1978.

Gerard K. Drummond, President

ATTEST:

Recording Secretary

ORDINANCE NO. 54

AN ORDINANCE AMENDING THE PROVISIONS OF ORDINANCE
NO. 2, AS AMENDED TO SET THE TAX RATE AT
SIX-TENTHS OF ONE PERCENT OF WAGES PAID.

The Board of Directors of the Tri-County Metropolitan Transportation District of Oregon, under the authority of Sections 267.300, 267.380, and 267.385 of the Oregon Revised Statutes, does hereby ordain and decree the following ordinance:

1. Section 1.03 of Ordinance No. 2 of the Tri-County Metropolitan Transportation District of Oregon, as amended, shall be amended to read as follows:

"1.03 Rate. Every employer subject to tax shall pay an amount equal to six-tenths of one percent of the wages paid by him with respect to services performed within the district."

2. The tax herein imposed shall commence as of 12:00 a.m. July 1, 1978.

Adopted: _____, 1978.

Gerard K. Drummond, President

ATTEST:

Recording Secretary

R E S O L U T I O N

Recitals

1. The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) at a public meeting held June 28, 1977, approved the 1977-78 Budget and appropriated resources for the purposes shown in the budget.
2. Subsequent to the finalization of the 1977-78 budget, certain resources became available which could not have been ascertained at the time of budget preparation. In accordance with ORS 294.480(c), the additional resources are cause for preparation of a supplemental budget.
3. On March 6, 1978, the Tri-Met Board approved the Supplemental Budget for submission to the Multnomah County Tax Supervising and Conservation Commission for review and recommendations.
4. On March 29, 1978, the Commission held a public hearing to review the Supplemental Budget with the Tri-Met staff and to provide the public an opportunity to ask questions and express views concerning the budget.
5. The Commission by letter on March 31, 1978 certified the Supplemental Budget without objections or recommendations.

NOW THEREFORE BE IT RESOLVED by the Tri-Met Board of Directors that:

- A. The Supplemental Budget estimates submitted to the Tax Conservation Commission and certified by the Commission for the period ending June 30, 1978, be hereby approved and adopted. A copy of the Supplemental Budget document is hereby made part of this resolution.
- B. There is hereby appropriated for the purposes shown below for the period ending June 30, 1978, the following:

General Fund

Personal Services

Operations Department 1,400,000

Materials and Services

Personnel Department 115,000

Operations Department 350,000

Total Appropriation 1,865,000

Ending Working Capital 220,268

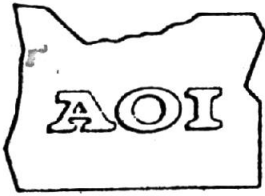
Total Appropriation and
Ending Working Capital 2,085,268

- C. The Budget Officer of Tri-Met is authorized to make adjustments within appropriation accounts during the budget period.

APPROVED April 10, 1978



President



ASSOCIATED OREGON INDUSTRIES

1221 S.W. MAIN STREET

• PORTLAND, OREGON 97205

• 227-5639

Ivan Congleton, executive vice president

STATEMENT OF ASSOCIATED OREGON INDUSTRIES
BY CHARLES L. SAUVIE, CHAIRMAN, AOI MASS TRANSIT COMMITTEE
TO THE TRI-MET BOARD MEETING IN PORTLAND, APRIL 10, 1978

Associated Oregon Industries (AOI) is a Statewide organization representing employers, many of whom have employees in the Tri-Met district. Its Mass Transit Committee has been following closely the operation of Tri-Met since shortly after it came into being in 1969. The committee is made up of individuals working in the fields of general management, transportation, transportation equipment, marketing, planning, economics, finance and personnel.

AOI supports mass transit and recognizes that it is a necessary part of the transportation function of the Tri-County area. However, Tri-Met has required and will require ever increasing revenue infusions to meet the goals established in the 1990 plan.

The sole source of local subsidy is the payroll tax. The present rate is 0.5 of 1 percent, subject to the statutory maximum of 0.6 of 1 percent. To date, all attempts to broaden Tri-Met's base of financial support have met with less than enthusiastic support of the electorate. Employers in the Tri-Met area are understandably concerned as they have watched Tri-Met's operating expenditures escalate and with the escalation an increase in the payroll tax. While no tax is totally equitable, the flat rate payroll tax has very observable inequities as between: low wage and high wage industries; capital intensive and labor intensive industries; those firms perceived to be receiving a benefit vs. those perceived to receive no benefit. This ob-

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servable inequity in the payroll tax has lead some employers to endorse a new formula to reduce the inequity. They propose to utilize hours of employment rather than payroll by which to measure the tax. Such proposals, however, do not alleviate the inequity, they only shift it. There is no question that with each increase in the payroll tax the issue becomes of greater concern to a larger group of employers, many of whom do not see any direct benefit from their tax dollars, nor do they believe our mass transit system is utilizing their taxes efficiently.

To this end, we would like to offer some suggestions to Tri-Met concerning its goals and mission, marketing, and cost controls. We believe the time is opportune, and that it is necessary to take a new look.

The first suggestion is that the existing goals of Tri-Met be examined critically to see if they are realistic. The appropriate mission of urban mass transit must be defined. It is necessary to determine what portion of the urban transportation function can best be supplied by mass transit.

Historically, mass transit operations have been weak in the area of marketing. Too often mass transit systems have been designed and managed from the standpoint of operating efficiency. To the extent that it existed, "marketing" consisted of efforts to "sell" such a system. Instead, the "marketing concept" should be applied. Market research should be undertaken in order to find out from Tri-Met's existing customers or potential customers what would retain and increase ridership, and then relate these findings to farebox revenues and operating expenses.

An effective market research program would answer questions about the

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type of system and equipment to operate, routes, schedules, and fare structure. It is imperative that Tri-Met gather more meaningful, valid, and reliable operating statistics. Specifically, effective market research, along with a better data base, would provide management with guidance on such measures as off-peak fare differentials and fare zones, including the free zone in downtown Portland. The "marketing concept" requires that Tri-Met find out what its existing and potential customers want in the way of mass transit service, and find out what they would be willing to pay for it. This effective marketing program would lead then to the development of a mass transit system and a plan of operation consistent with the adopted goals.

We have some suggestions to make in the area of cost controls. Wage and salary schedules should be brought to a parity with wage scale norms for the Portland Labor Market Area. Existing positions should be evaluated to be sure that they are required. One of the problems of operating a mass transit system is that there are two rush hour peaks in each 24 hour period. Considerable savings could be realized by establishing a new class of part-time transit vehicle operators. Seattle Municipal Transit System has done this. Considerable savings can be realized, since this would reduce the amount of overtime work and avoid having too many full-time operators working during slack periods merely because they are needed to meet peak loads. No existing transit operators need to be laid off in moving towards a class of part-time operators. It could be instituted by replacing full-time operators who leave in the course of normal turnover. Part-time operator jobs could be filled by individuals desiring only part-time work, such as college students. Openings for full-time operators

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would be offered first to the best qualified part-time operators desiring full-time work. Certainly, serious consideration should be given to a reduction in the size of Tri-Met's service area.

One revenue item that has been discussed and discarded previously by Tri-Met is transit advertising. We believe that the use of transit advertising should be re-evaluated. Your fleet has been increased in size since the last study and during that same period there has been a significant decrease in available outdoor display advertising. These two factors should substantially increase the potential revenue from the source and with your revenue needs you should delay no further on this issue.

To reiterate, you should:

1. re-evaluate your adopted goals relating to operations as well as the 1990 plan;
2. re-evaluate your marketing program; and
3. re-evaluate your personnel utilization and remuneration programs.

Until you have completed such re-evaluation, we urge you to defer the increase in the payroll tax and the flat fare proposal. Such a deferral may be difficult, but if you do not increase the payroll tax you would still receive approximately \$21,340,000 in fiscal 1978-79 based on your own estimate of 10% growth in the payroll tax annually due to higher wages and more employment. Revenue of this magnitude approximates the total Wahington County 1977-78 budget of \$21,617,764 (including the general fund, law enforcement penal levy, road fund and all other miscellaneous funds, but excluding the Unified Sewerage Agency.) When other available Tri-Met revenues are included Tri-Met is financially larger than most other governments in the

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Tri-County area and this too, we believe, should cause you to carefully study your future actions.

AOI offers these suggestions in a constructive way and is willing to cooperate with the Board of Tri-Met and management in the adoption and implementation of these suggestions.

	<u>Fares (1)</u>	<u>Payroll Tax (2)</u>	<u>Total Operating Requirements (7)</u>	<u>Total Administration and Support</u>
1970-71	5,625,042	8,241,054	8,309,357	
1971-72	5,903,815	6,084,394	9,441,451	2,363,336
1972-73	6,154,803	6,519,087	10,696,987	2,831,813
1973-74	6,873,756	7,333,731	13,720,948	2,554,948
1974-75	7,290,761	9,008,681	18,997,782	3,852,527
1975-76	8,191,472	12,418,315	24,415,652	4,301,161
1976-77	9,545,223	17,048,000	29,365,295 (6)	5,617,845 (6)
1977-78	10,163,886 (3)	19,400,000 (3)	34,876,635 (6)	6,794,931 (6)
1978-79	12,650,000 (4)	24,552,000 (5)		

(1) Fares

- 1/70 Adult Fare - 35¢ + zone fare if applicable
- 7/1/75 Adult Fare - 35¢ flat fare
- 7/1/76 Adult Fare - 40¢ flat fare
- 7/1/78 Adult Fare - 50¢ flat fare (proposed)

(2) Employer Payroll Tax

- 1/70 - 12/31/70 - 5/10th of 1%
- 1/71 - 12/31/74 - 3/10th of 1%
- 1/75 - 12/31/75 - 4/10th of 1%
- 1/76 - 6/30/78 - 5/10th of 1%
- 7/1/78 - 6/10th of 1% (proposed)

FEDERAL TRANSPORTATION ASSISTANCE FUNDS

1974 - 75	\$1,660,105
1975 - 76	2,766,841
1976 - 77	3,598,000
1977-- 78	4,290,000

(3) Estimated fare box and employer payroll tax revenue from 1977-78 budget and supplemental budget of Tri Met

(4) Estimated using 1977-78 fares + \$2,500,000 proposed fare increase

(5) Taken from Report of the Special Task Force on Transit Financing as estimated revenue at 6/10th of 1%

(6) Per 1977-78 Budget.

(7) Includes Administration and Support.

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
520 S. W. Yamhill Street
Portland, Oregon 97204

MINUTES OF MEETING OF MAY 1, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held May 1, 1978 at 10:00 a.m. at the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; John Frewing, Florice Walker, James O. Goodwin, Ellsworth P. Ingraham.

Management Staff

present: E. R. Peter Cass, General Manager, Bob Prowda, Dennis Chapman, Gerald A. Wood, Mike Kyte, Paul N. Bay, J. D. Emery, Clifford B. Alterman, Legal Counsel.

B. GENERAL MANAGER'S REPORT.

1. April Performance Reports.

Ridership and Revenue figures, reported by Mr. Prowda to be estimates because the month had just closed the previous day, showed average weekday ridership of 127,800, an 8.1% increase over April, 1977 and a 1.8% increase over projection. Farebox revenue was \$888,250, 6.5% over April, 1977 and 5.4% over projection. Monthly pass sales of 15,739 were 19.5% under last year because of the pass price increase, resulting in an 8% decrease in revenue on passes from last year.

Vancouver/Portland figures, reported by Mr. Prowda, related that this line averaged approximately 800 riders, substantially more than the 500 to 600 riders during the same period last year.

The Lift statistics, reported by Dennis Chapman, Special Transportation Coordinator, indicated daily ridership had increased to 378, an increase of 5.6% over March, 1978; general passengers had increased to 51.8% of total riders. Taxi usage was up, accounting for 15.8% of total riders. Agency-sponsored passengers decreased in April, and revenue from agency contracts decreased to \$10,370 as a result. The cost per trip for March was \$7.81.

2. Timed-Transfer Reinstatement.

Mr. Prowda announced that weeknight timed-transfers downtown were reinstated April 24, after being discontinued for two weeks. Between 100 and 200 complaints were received from riders who were not able to get home or had to wait long periods of time to transfer as a result of timed-transfer elimination. Reports received from Tri-Met drivers and supervisors indicated that evening ridership had significantly decreased. As a result, the timed-transfers were reinstated with every effort made to inform riders of the reinstatement. Tri-Met staff is also studying reinstatement of the Sunday meets.

Mr. Drummond asked what efforts had been made to analyze the planning process which resulted in the decision to terminate timed-transfers.

Mr. Cass replied that Tri-Met staff did not thoroughly analyze the needs of the transit-dependent riders before making this recommendation.

3. June 4 Service Changes - reported by Peter Cass.

- a. Sauvies Island is currently served by four morning and three afternoon peak hour trips which are extensions of regular routes. Passenger counts indicate an average of less than one rider on six of the seven trips; the seventh trip averages less than two riders. Tri-Met staff recommends elimination of this service in order to realize an annual savings of \$22,000.
- b. Line 6 - Union Avenue - serves the Faloma area and is provided by a long deviation from the regular route. Increased running times require modification of the route or additional operating hours to obtain reliable schedules. Elimination of Faloma off-peak service will preclude the need for additional equipment on this route.

Mr. Cass introduced Paul N. Bay, the new Director of Planning for Tri-Met.

A. APPROVAL OF MINUTES.

The minutes of the regular meeting of April 10, 1978 were unanimously approved.

- C. ORDINANCE NO. 53, AMENDING THE PROVISIONS OF ORDINANCE NO. 2, AS AMENDED, TO CHANGE THE TIME FOR CERTAIN APPEALS FROM PAYROLL TAX ASSESSMENTS TO SIX MONTHS TO CONFORM THE ORDINANCE TO SIMILAR PROVISIONS OF STATE LAW.

Mr. Drummond read the Ordinance and stated that this constituted the second and final reading of Ordinance No. 53. Mr. Drummond explained that this Ordinance was presented to the Board at the request of the Department of Revenue of the State of Oregon in order that time limits imposed on appeals of the payroll tax conform with the appeal statutes of other Oregon taxing authorities.

There was no further discussion on Ordinance No. 53; Mr. Drummond called for a roll call vote.

Voting aye: Mr. Drummond, Mr. Frewing, Ms. Walker, Mr. Goodwin.

Voting nay: None.

- F. RESOLUTION TO AUTHORIZE APPLICATION TO THE URBAN MASS TRANSPORTATION ADMINISTRATION FOR A TWO-PHASE RESEARCH AND DEVELOPMENT GRANT TO ADDRESS BUS NOISE.

Mr. Cass stated that this Resolution, which was presented during the April 10, 1978 Board meeting, had been revised to clearly define the purpose of the grant application. Mr. Cass further explained that the grant, if obtained, would provide the funds to study alternative techniques for reduction of bus noise.

Mr. Frewing asked what the financial implications of this grant are.

Gerald A. Wood, Director of Contract Administration, reported that 100% funding would be provided by the Environmental Protection Agency and UMTA, both agencies having signed an interagency agreement. Mr. Wood also stated that certain wording in the Resolution means that Tri-Met will advance the funds for the study, but will be reimbursed by EPA and UMTA.

Mr. Ray J. Polani asked if Tri-Met received interest on advanced funds of this type; Mr. Drummond replied that interest would not be paid to Tri-Met.

Mr. Ingraham moved to adopt this Resolution; Mr. Frewing seconded.

Voting aye: Mr. Drummond, Mr. Ingraham, Mr. Frewing, Ms. Walker.

Voting nay: Mr. Goodwin.

D. ORDINANCE NO. 54, AMENDING THE PROVISIONS OF ORDINANCE NO. 2, AS AMENDED,
TO SET THE TAX RATE AT SIX-TENTHS OF ONE PERCENT OF WAGES PAID.

Mr. Drummond read the Ordinance and stated that this constituted the second and final reading of Ordinance No. 54. Mr. Drummond also stated that the portion of the Ordinance which reads:

"2. The tax herein imposed shall commence
as of 12:00 a.m., July 1, 1978."

Shall be changed to read:

"2. The tax herein imposed shall commence
as of 12:01 a.m., July 1, 1978."

Mr. Drummond called for public testimony on Ordinance No. 54 and asked that those testifying against the payroll tax suggest their preferred alternate tax, if possible.

Courtland F. Carrier, 806 S. W. Broadway, Portland, Oregon.
(Representing Dunhill of Portland, Inc.)

Mr. Carrier stated that he felt that the general public was the major recipient of Tri-Met benefits and that other means of increasing revenue, such as increased fares or general taxation, should be utilized to aid Tri-Met.

Nancy Hansen, 710 Center Street, Oregon City, Oregon.
(Representing Hibbard, Caldwell, Canning & Schultz, P.C.)

Ms. Hansen stated the payroll tax would not solve Tri-Met's long-range problems and the tax was discriminatory in that suburban employers were required to pay the taxes, but often received few or no benefits.

Larry Rapp, 13900 N. W. Science Park Drive, Portland, Oregon.
(Representing Electro-Scientific Industries, Inc.)

Mr. Rapp's company is opposed to any tax on wages because: (1) payroll tax tends to increase unemployment; (2) tax places an additional burden on them because their competitors are all outside the Tri-Met District; (3) their employees cannot ride the bus to work because of the routing; (4) the fare structure benefits the downtown area; and (5) Tri-Met revenues are spent to improve the downtown area.

Mr. Rapp suggested Tri-Met tax those who benefit most, institute a zone fare and eliminate Fareless Square.

E. J. Ramseth, 969 N. E. 169th Drive, Portland, Oregon.
(Representing Armour Food Co.)

Mr. Ramseth stated that his industry was traditionally high-wage and low-profit oriented, and that the payroll tax, as proposed, is the equivalent of the profit on one million pounds of meat. Mr. Ramseth said that last year Armour paid \$26,000 in Tri-Met taxes and had no bus service and suggested a retail tax be studied.

Mr. Drummond stated that the administration of a sales tax was prohibitive and that only a minimal amount could be realized.

John McGhehey, 1600 S. W. 4th, Portland, Oregon.
(Representing Boise Cascade Corporation)

Mr. McGhehey stated that the payroll tax, if approved as presented, would represent a 200% increase over FY 1975-76 and would mean that business contributes twice as much as does the fare payer.

Mr. McGhehey recommended any changes in payroll tax be deferred until a policy is established on what proportions of revenue are to be provided by whom.

Bill Bradley, 1806 N. E. 113th, Portland, Oregon.
(Legislative Consultant for Reynolds Aluminum)

Mr. Bradley stated that Reynolds paid \$86,000 last year in payroll tax and would pay approximately \$115,000 under the new tax rate, but yet their plant is not served by Tri-Met. The full text of Mr. Bradley's statement is made a part of these minutes and attached as Exhibit 1.

Ms. Walker suggested, in response to Mr. Bradley's suggestion that Tri-Met utilize transit advertising, that the Board restate its views on advertising.

Mr. Cass stated that a commitment had been made by the Board that the buses will remain free from exterior advertising for one year after the completion of the Mall. Mr. Cass also reported that income from exterior advertising would approximate only \$110,000 annually.

W. J. Flanders, 866 North Columbia Boulevard, Portland, Oregon.
(Representing Rich Manufacturing Co.)

Mr. Flanders stated the payroll tax is discriminatory and inequitable and that his company had no bus service. Mr. Flanders suggested a ceiling be set on payroll taxes.

Mr. Drummond asked if business would prefer a business license fee instead of a payroll tax.

Mr. Flanders said that could be an alternative.

Tom Donaca, 1227 S. W. Main, Portland, Oregon.
(Representing Associated Oregon Industries)

Mr. Donaca stated Tri-Met had not shown any on-going economy-oriented programs that were externally identifiable, and that the payroll tax increase will finance short-term operations without consideration for long-term requirements. Mr. Donaca recommended a zone fare, attempting to obtain a tax base and bonding.

Mr. Frewing stated the payroll tax increase is intended to allow Tri-Met to continue operations and that economy disciplines within Tri-Met will continue to be enforced as they have been under the current administration.

Mr. Drummond said a previous Board had presented an auto registration tax to the voters which would have provided relief from the payroll tax. The Board will continue to study politically feasible means to provide a more broad-based support.

Mr. Ingraham reported the Special Task Force on Transit Financing made a recommendation to give serious consideration to alternatives to the subsidy provided by the payroll tax to alleviate the burden on the business community.

Mr. Drummond called for a roll call vote.

Voting aye: Mr. Drummond, Mr. Ingraham, Mr. Frewing, Ms. Walker.

Voting nay: Mr. Goodwin.

E. CONSIDERATION OF PORTLAND-VANCOUVER SERVICE CONTRACT.

Mr. Cass reported that the Contract to provide service between Portland and Vancouver expires June 30, 1978, and Tri-Met and the City of

Vancouver negotiations to renew that Contract are in process. Mr. Cass also stated that the City of Vancouver pays 60%, and Tri-Met 40% of the operating cost deficit. The proposed Contract will be presented at the June Board Meeting.

G. PUBLIC FORUM.

Walter M. Mason, 11905 S. W. Belyidere Drive, Portland, Oregon.
(Representing Oregon Electric Railway Historical Society)

Mr. Mason commended Mr. Cass' recommendation to increase the fare to \$.50. Mr. Mason also stated that Tri-Met should examine Hawaii's noise regulations and their progress in attempting to adhere to the noise level requirements.

Mr. Mason read a letter to the Board of Directors from the Oregon Electric Railway Historical Society, Inc. which, by this reference, has been made a part of these minutes and is attached as Exhibit 2.

Richard Babb, 5529 S. E. Morrison, Portland, Oregon.
(Representing Portland Advertising Federation and Portland Association of Advertising Agencies)

Mr. Babb stated he had closely followed the transit advertising issue for approximately ten years. Mr. Babb felt the figures reported by Mr. Cass were low and the income could possibly be as high as \$200,000 to \$300,000 per year in addition to matching funds from the federal government.

Mr. Drummond asked who would receive such matching funds, if any.

Mr. Babb replied Tri-Met would receive this money and urged the Board to take a fresh look at transit advertising.

Mr. Prowda pointed out that advertising revenues may serve as "match" for Section 5 funds, but Tri-Met already receives the maximum allowed this area from Section 5.

Ray J. Polani, 8311 S. W. Third Avenue, Portland, Oregon.
(Representing Citizens for Better Transit)

Mr. Polani stated that Citizens for Better Transit oppose not the concept, but the type of Contract proposed for Portland/Vancouver service. Tri-Met should provide substantially better service in that Vancouver

riders' ultimate destinations are usually not downtown, but North Portland; scheduling and routing should be planned accordingly. Citizens for Better Transit recommend full integration of the Vancouver and the Tri-Met systems.

Mr. Polani also said that fares should reflect time involved and distance traveled.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

EXHIBIT 1

TESTIMONY AT PUBLIC HEARING, MAY 1: PAYROLL TAX INCREASE AND

FARE INCREASE - TRI-MET

Mr. Chairman, Members of the Tri-Met Board of Directors. My name is Bill Bradley. I am employed as a legislative consultant to Reynolds Metals Company at the Troutdale aluminum reduction plant.

I am here today to urge you not to pass any ordinance to increase the payroll tax on business and industry which is helping pay for the operation of the public mass transit system in Portland, Multnomah, Clackamas and Washington Counties.

The five-tenths of one percent payroll tax levied against industries, such as ours, last year cost our plant \$80,390.06 and we operated at only 79% of capacity. We are realizing absolutely nothing in return for this expenditure since we have no bus service to our plant for our employees.

We are concerned because we feel, we, and many other businesses and industries, are being discriminated against in paying taxes from which we receive no benefit. If this proposal to raise the payroll tax were enacted, then Reynolds alone would be paying approximately \$115,176.00, at our present payroll, each year with no assurance of any bus service.

Furthermore, if such an increase were enacted, it will only mean some financial relief for Tri-Met for the short-term and certainly -- we are afraid -- eventually lead to the further increase of such a payroll tax.

The enactment of such increases would place an even heavier burden on business and industry and will amount to nothing more than a subsidy for mass transit in the Portland metropolitan area.

The payroll tax has never been equitable. Low-wage industries escape with much less tax, as opposed to high-wage industries such as Reynolds where the average aluminum worker is making over \$18,000 per year.

There are many avenues to explore before the necessity of raising such a tax should be seriously considered. Tri-Met buses carry no advertising and such a source of revenue could be substantial if an effort were made to use this financial vehicle.

The public itself seems unwilling to support new means of financing mass transit in this area. As you know, voters resoundingly defeated a move to increase the cost of license plates in the metropolitan area with the proceeds earmarked for Tri-Met.

Recently, State Senator Stephen Kafoury raised the question of whether or not suburban riders were paying their fair share of fare box revenues. Will that question be fully explored before again placing the burden on industry to supply the necessary where-withall to help operate the system?

Now, we are faced with the possibility of an even heavier tax to support Tri-Met while the public is asked to contribute very little.

There are many questions concerning the operation of Tri-Met, its goals, assured ridership in the future, light rail versus more conventional methods of transportation, which, we feel, should be settled before any hasty decision on increasing the payroll tax is reached.

We urge that the five-tenths of one percent payroll tax be retained, not increased.

April 29, 1978

Oregon

Electric Railway Historical Society, Inc.

operating

The Trolley Park

STAR ROUTE, BOX 1318 - GLENWOOD, OREGON 97120 PARK PHONE 503/357-3574

The Board of Directors
Tri County Metropolitan Transportation
District of Oregon
Portland, Oregon

Gentleones:

Whereas certain studies and investigations have brought forth the Light Rail Transit Mode as having certain viable advantages in situations envisaged by the Tri County Metropolitan Transportation District of Oregon and implementation of such a system becomes a strong possibility;

Further the Oregon Electric Railway Historical Society is the only operator of a Light Rail Facility in Oregon, The Trolley Park at Glenwood, also known as the Glenwood Electric Railway with proper gauge trackage, electrification, maintenance facilities and other requisites of an operating Light Rail Transit;

And since it might come to pass that the Tri County Metropolitan Transportation District of Oregon in order to properly assess, evaluate and otherwise obtain factual, firsthand data on a Light Rail Vehicle might bring such a vehicle to Portland, then the Oregon Electric Railway Historical Society feels it not only incumbent on them but a privilege to offer their facilities for operating such a vehicle.

There would be obvious advantages to having certain local people examine, operate and test the vehicle in this area in addition to whatever tests and data might come from other areas. To this end the Oregon Electric Railway Historical Society wishes to contribute.

Terms and conditions can be arranged and authorized between the Directors and Trustees of the two entities. The Society would seek little else than reimbursement of actual costs incurred and to be held harmless from any liability occasioned from the use of the Trolley Park by the District.

11905 S. W. Belvidere Place
Portland, Oregon 97225
(503) 643 2428

Very truly yours,
Walter M. Mason
Walter M. Mason,
President

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
520 S. W. Yamhill Street
Portland, Oregon 97204

MINUTES OF SPECIAL MEETING OF MAY 22, 1978

A special meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held May 22, 1978 at 10:00 a.m. at the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Robert Murray, James O. Goodwin, Ellsworth P. Ingraham (arrived 11:30 a.m.).

Management staff

present: E. R. Peter Cass, J. D. Emery, Charles Williamson, Legal Counsel.

A. GENERAL MANAGER'S RECOMMENDATIONS FOR PRELIMINARY 1978-79 BUDGET.

Mr. Cass announced that the 1978-79 Budget under discussion was preliminary and covered the fiscal period from July 1, 1978 through June 30, 1979.

The Budget reflects the transition in Tri-Met's management philosophy from growth objectives to controlled growth and represents a major commitment to implementing cost-control mechanisms and improved service efficiency. The total Budget is \$44,886,000 and represents a .4% increase over last year's budget. Eleven fewer positions exist in the 1978-79 Budget than the 1977-78 Budget. The Administrative Budget has increased 5.9%; the Operations Budget has increased 13%.

Several major goals, as stated in the Budget, should be emphasized:

1. In the reorganization of the Transportation Division, one of the most significant goals is to reduce absenteeism by means of establishing new lines of authority with the ultimate results of increasing communication and improving supervisory control and direction.
2. There will be an investment in computerization of the Personnel and Operations Departments to achieve accountability, efficiency and increased service.

3. Several divisions within Operations have been transferred to other departments: Buildings and Grounds Division will operate solely in a property management capacity and has been transferred from the Operations Department to the Contract Administration Department; Purchasing and Stores Division now reports to the Finance Department instead of the Operations Department.
4. The Planning Department goals have been realigned and focused so that better service planning can be implemented during the next five-year period.
5. The Marketing Department's main goal will be to implement a localized information program to inform neighborhoods of services, policies, programs and operations.

The budget figures reflect service reductions of \$1,400,000 and service additions of \$800,000, with a net reduction in service costs of \$600,000. These service changes will allow Tri-Met to stabilize the effects of rapid growth and place the organization in a position to administer cost-control programs, thereby promoting financial soundness and expanded service during the next five years.

Tri-Met staff must maximize the use of public funds by continually reviewing service.

The increase in payroll tax and the proposed fare increase will provide capital adequate to continue operations for the next fiscal year.

Mr. Cass explained that Tri-Met management had worked independently of the Citizens Advisory Committee on the Budget and introduced Mr. Robert Sproul, Co-Chairman of the Citizens Advisory Committee.

Mr. Sproul stated the Committee had worked with the individual department directors before making budget recommendations and that the Committee was pleased that the District was already in the process of implementing those recommendations.

Mr. Drummond expressed the appreciation of the Board for the effort, the expertise and the specific recommendations made by the Citizens Committee.

B. REVIEW OF PRELIMINARY 1978-79 BUDGET BY J. D. EMERY, DIRECTOR OF FINANCE.

Mr. Emery discussed the significant items included in the Budget:

1. Resources.

- Total Resources available for the year are \$55,886,000.
- Working Capital of \$2,684,000 is not appropriated by the Board and cannot be used; the actual amount available for use is \$53,202,000. After deducting the 1977-78 Working Capital from Total Budget Resources, the total amount available for expenditure in 1978-79 is actually less than last year.
- Anticipated Passenger Revenue of \$12,797,000 is substantially more than last year's \$10,163,000 as a result of increased fares.
- Employer Payroll Tax of \$25,237,000 is substantially above last year's \$19,400,000 as a result, not only of the increase in the payroll tax, but of the growth in the State's economy.
- Federal Grants - Resources from Federal grants for Capital, Demonstration, Technical Study and Operating assistance amount to \$12.1 million compared to \$17.5 million last year. The largest single item is \$4.8 million for completion of the main garage and operations building. Other items are discussed in Appendix A of the Budget document.
- Oregon Department of Transportation Matching Funds Capital Equipment Receivable of \$360,000 - The Last Oregon State Legislature approved \$1,400,000 as half the local share for capital expenditures for the Mall and new garage, of which \$1,040,000 will have been collected by June 30, 1978. The remaining sum of \$360,000 will be collected during fiscal 1978-79.

Mr. Drummond pointed out this is a General Fund appropriation; it is not funded by gas tax.

2. Expenses.

- Pension funding costs are now accrued to individual departments; previously, all pension costs were accrued to the Personnel Department.
- Insurance expenses have been segregated within the Budget this year to better inform the public and to satisfy UMTA reporting requirements.
- Workman's Compensation - Tri-Met is now self-insured; accruals for the fund's reserve are 45% in excess of the sums expended last year to Workman's Compensation, but are still less than the amount that would have been required had Tri-Met not become self-insured.

- Personnel Department:

\$1,101,000 will be disbursed to retired Tri-Met employees during the next fiscal year and for funding past service costs over a 20-year period. Office Supplies of \$75,000 is the cost of supplies for the entire District.

- Finance Department:

Purchasing and Stores Division's transfer to the Finance Department is reflected in the 1978-79 Budget.

- Contract Administration Department:

Reflected in this Department's Budget is the transfer of Buildings and Grounds Division from Operations Department with a total of eight janitors in order to properly maintain new facilities.

- Marketing Department:

As part of the overall program to cut costs, the Marketing Department has been reduced by several people.

- Planning and Development Department:

There were no significant changes in this Department.

- Operations Department:

This Department has undergone a major reorganization in order to improve productivity and reduce absenteeism:

- Scheduling Division:

Scheduling has been realigned within, including several new positions, but with a net decrease of three people,

- Equipment Maintenance Division:

This Division has been increased by eight positions, five of which were transferred from Special Transportation because duties were more closely related to this Division.

- Special Transportation Division:

The number of drivers has been decreased from 19 to 11 in the Budget, but only 12 of the 19 positions had actually been filled.

3. Capital Outlay.

All grants in the Capital Outlay Section of the Budget have been approved, except the Bus Destination Signs Grant for \$560,000.

Mr. Cass interjected the 1978-79 Budget is the work plan for next year and each department will be responsible and accountable for operating within the Budget document.

- a. Operating costs and departmental goal achievement will be monitored monthly by department.
- b. Absenteeism figures will be reported monthly so that both the Board and management will be able to closely monitor trends.
- c. An Operating Statistics Report is being formulated which will set out certain major performance indicators for operating departments comparing Tri-Met with other transit districts, as well as with previous periods of operation.

C. PUBLIC TESTIMONY.

Russell McCartney, 5331 N. E. Killingsworth, Portland, Oregon

(Representing Beaumont Association)

Mr. McCartney protested the fare increase and stated Tri-Met has the poorest bus service in the nation.

At 10:50 a.m. the meeting was adjourned until 11:30 a.m., pending arrival of Mr. Ingraham.

The meeting was reconvened at 11:30 a.m. with the following members present:

Mr. Drummond, Mr. Murray, Mr. Goodwin, Mr. Ingraham.

Mr. Goodwin moved that the Preliminary 1978-79 Budget be submitted to the Tax Supervising & Conservation Commission; Mr. Ingraham seconded.

Mr. Ingraham asked if the Budget would have to be resubmitted to the Tax Supervising and Conservation Commission if any figures were changed.

Mr. Emery stated it would not have to be resubmitted if the changes were less than 10% of the total Budget.

Mr. Cass stated the Budget is based on the assumption that fares will increase September 1, 1978; the Board will vote on the fare increase during the regularly scheduled Board meeting July 10, 1978. If the fare increase is not approved, the Budget will be adjusted.

The Board voted unanimously to approve the Preliminary 1978-79 Budget for submission to the Tax Supervising and Conservation Commission.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

R E S O L U T I O N

WHEREAS, the Tri-Met Board supports economic development of the Swan Island industrial area; and

WHEREAS, the Board recognizes that the continued economic development of the Swan Island industrial area must be carefully balanced with the need to maintain and improve the environmental quality and general liveability of the Overlook Neighborhood, and not conflict with regional air quality goals; and

WHEREAS, public transportation must play a vital role in this balance; and

WHEREAS, the Swan Island Task Force was created with the specific purposes of developing proper access to Swan Island and assuring that such access development provide some relief to the Overlook Neighborhood; and

WHEREAS, the maximum peak hour traffic volume limit for Going Street, adopted by the City Council of the City of Portland (Resolution No. 31910), has adversely affected the Port of Portland's development program without providing adequate protection to the Overlook Neighborhood; and

WHEREAS, the Tri-Met Board recognizes that a solution to the access/development problems on Swan Island must be comprehensive, dealing with auto, truck, and transit access, appropriate land uses, as well as environmental issues and marketing constraints; and

WHEREAS, the Swan Island Task Force has proposed a Swan Island Planning Program to achieve the above objectives; and

WHEREAS, the Swan Island Task Force has proposed that the City Council, the Port Commission, the Tri-Met Board, adopt this Program;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Tri-County Metropolitan Transportation District of Oregon (Tri-Met):

That the Tri-Met Board does hereby adopt the Swan Island Planning Program, as set forth in Exhibit A, attached hereto and made a part of this Resolution, and direct the Tri-Met staff to participate fully in the Program to develop such policies and plans as to maximize transit usage to Swan Island.

Date: June 5, 1978


Gerard K. Drummond, President

SWAN ISLAND PLANNING PROGRAM

1. The City Council reaffirms its support of the Swan Island Transportation Access projects currently being developed by the Oregon Department of Transportation. The City Council desires the earliest possible construction of these projects, and will establish a project development schedule after alternative designs have been selected and funding arrangements for Greeley/I-5 determined.
2. The City Council recognizes that the above projects do not provide significant relief to the Going Street neighborhood, and therefore directs City staff to develop a noise mitigation project for Going Street as soon as practicable. The Swan Island Task Force will submit this project to Council for their approval. The City Council affirms its desire to include such a project in the City's Capital Improvements Program.
3. The City Council strongly urges the Tri-Met Board to take the lead role in implementing the Swan Island Task Force's recommended short-term service improvements in cooperation with other agencies and organizations concerned with Swan Island.
4. City Council directs City staff to work with Tri-Met and Port staff and other interested parties, to develop a long-term transit improvement program for Swan Island which will provide the following products:
 - a. Transit service networks.
 - b. A program of physical improvements, both on and off of Swan Island, to support increased transit ridership.
 - c. A marketing/information program.
 - d. A proposed funding arrangement.
5. The City Council directs City staff, working jointly with Port staff and other interested parties, to undertake a land use and transportation study of Swan Island which will provide the following products:
 - a. A list of appropriate land uses, a subdivision plan and subdivision regulations to guide future development on Mocks Bottom and the Swan Island Lagoon fill area.
 - b. A Parking and Circulation Policy for the entire Swan Island Industrial Park.
6. The City Council will seek agreement with the Port of Portland on a strategy for insuring employment opportunities for City residents from new employers locating on Swan Island and directs City staff to develop jointly with Port staff such a strategy.

7. The City Council affirms its desire to find access and parking solutions for Swan Island and other industrial areas by directing City staff of the Bureau of Planning to undertake an Industrial Access Study.
8. The City Council directs that the planning studies called for in Items 2, 4, 5 and 6 above, will be completed by staff and approved by local jurisdictions by May 1979, in order that development activities and land sales on Mocks Bottom and the Swan Island Lagoon fill area may be undertaken as soon as construction of the Swan Island Transportation Access projects is in progress. No business in Mocks Bottom will begin operation before completion of the Greeley/I-5 ramp project. Construction work will be phased to minimize the impacts on the Overlook neighborhood.
9. The City Council agrees to undertake the projects and studies listed above with the understanding that the following conditions will apply in the interim period before May 1979:
 - a. The Port will land bank Mocks Bottom.
 - b. The Port will continue its ship repair yard program and activities and other marine-related activities on the face of the Island.
 - c. The Port will continue its program for filling the Swan Island Lagoon and Mocks Bottom but not implement new development proposals for the Lagoon fill area north of N. Going Street between N. Lagoon and N. Basin Avenues.
 - d. Upon City Council approval of a design alternative for the Basin/Going intersection project, the Port will pursue development proposals for the Port Center area south of N. Going Street, consistent with presently adopted Port policies (i.e., commercial uses) and the planning efforts called for by this resolution.
 - e. The application for funding of the Mocks Bottom railroad overcrossing will be set aside.

R E S O L U T I O N

RECITALS:

On June 28, 1977, the Tri-Met budget for fiscal year 1977-78 was approved by the Board and resources were appropriated.

During the year, some items of appropriation have proved to be inadequate to cover expenses of operation and in other cases the need for expenditure was not apparent as the budget was prepared.

Items requiring additional appropriation are all in Materials and Supplies and according to the following detail:

Executive Office	\$ 10,000
For unbudgeted cost of a management study of Operations.	
Finance Department	20,000
For unbudgeted costs in Data Processing relating to takeover of Mall computers, automation of budget preparation and to processing of Special Transportation billings.	
Marketing Department	35,000
For overrun on cost of Schedules caused by requirement for a new printing as hot schedule problems were solved.	
Operations Department - Administration	10,000
For overrun in cost of utilities which have increased at an unanticipated rate.	
Operations Department - Equipment Maintenance	
Lubrication and Oil	10,000
Repair Material for Buses	30,000
Maintenance Material for Buses	140,000
Tires	30,000
Materials and Supplies for Cleaning and General Maintenance.	25,000
For overruns which have developed by reason of operating more miles of service than originally budgeted.	
Total	<u>\$310,000</u>

To prevent an overrun on the budget and to protect against an expenditure of unappropriated funds, it is necessary and prudent to transfer from operating contingency to operating appropriations the amount of \$310,000.

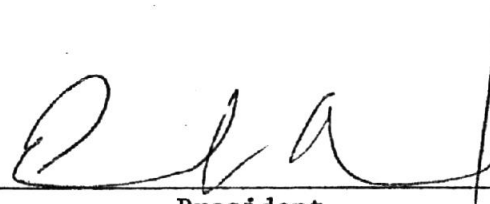
THEREFORE, BE IT RESOLVED BY THE TRI-MET BOARD OF DIRECTORS THAT:

\$310,000 of appropriated resources for operating contingency be transferred as follows:

Materials and Services

Administrative and Support Departments	\$ 65,000
Operations Department	<u>245,000</u>
Total	\$310,000

APPROVED: June 5, 1978.



President

Lee

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
4012 S. E. 17th Avenue
Portland, Oregon 97202

MINUTES OF MEETING OF AUGUST 7, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held August 7, 1978, at 10:00 a.m. in the Water Service Building, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Ellsworth P. Ingraham, Nellie Fox, John Frewing, James O. Goodwin, Florice Walker.

Management staff

present: E. R. Peter Cass, General Manager; Carolyn Nelson, Bob Prowda, Paul Bay, G. B. Arrington, James E. Cowen, Leslie Roberts, Legal Counsel.

A. APPROVAL OF MINUTES OF MEETING OF JULY 10, 1978.

Mr. Cass stated that the Minutes of the July 10, 1978 meeting in Section C, on page 2, in the "Tri-Met Retirement and Disability Account" section should be corrected to read:

"Mr. Cass recommended that a checking account be established . . ."

to replace:

"Mr. Cass made a motion that a checking account be established . . ."

Mr. Ingraham made a motion and Ms. Walker seconded, with the Board voting unanimously that the Minutes be so amended.

Mr. Ingraham made a motion and Ms. Walker seconded, that the Minutes of the Meeting of July 10, 1978, be approved as amended and the Board voted unanimously in favor.

B. GENERAL MANAGER'S REPORT.

Mr. Cass introduced James E. Cowen, the recently appointed Director of Operations, to the Board of Directors.

RECEIVED

SEP 07 1978

Ridership and Revenue figures, reported by Bob Prowda, Director of Marketing, reflected average weekday ridership of 115,552 in July, an increase of 5.3% over last year and 1.7% under projection. Farebox revenue was \$807,166, 6.8% over last year and 2.7% under projection.

Mr. Drummond asked if there were any identifiable reasons for both ridership and revenue figures for July being under projection.

Carolyn Nelson, Administrative Assistant, said that the difference was too small to have been caused by any particular factors, but offered the possibility that if July 4 had fallen on Monday last year and since it was on Tuesday this year, the Monday between the weekend and the holiday would cause the difference because many people take the day off. One day of lower ridership would cause ridership to fall below projection.

Monthly pass sales totaled 10,822, which is 29.5% lower than last year due to this year's increased pass price.

Vancouver/Portland figures, reported by Mr. Prowda, averaged 780 weekday riders, 21% over last year.

Mr. Drummond asked how the average weekday ridership compared with the capacity of the line.

Mrs. Nelson replied that mid-day buses were not full but that peak-hour buses were crowded. Mr. Prowda stated that this line produced over 60% of its operating costs in revenue.

The New Transfer System Report given by Mr. Prowda, is the result of a committee of operators and staff people. After definition of problems inherent with present transfers, a much simpler transfer, shown and explained to the Board, will go into effect with the September 3 schedule changes which will be easier for both the drivers and the riders to use.

Mr. Cass stated that the new transfer had many advantages over the previous transfer, but was by no means the final revision -- that additional revisions would be made as needed.

Mr. Drummond asked what improvements had been incorporated in the new transfer to avoid the abuses of the previous transfer.

Mr. Prowda stated that the allowed uses of this transfer were clearer to both passengers and drivers, and that a code system for punching the valid day of the transfer would discourage abuse.

The Fare Information Program reported by Mr. Prowda, has been designed to inform the operators and the riders of the fare increases and how it affects them. The material for the operators will include Vancouver

fare information, discounted coupons, increased fares, and service changes which will be included in the Fare Exchange, the company newsletter. Information to the public will be provided by materials on buses, television commercials, newspaper announcements, posters in nursing homes, letters to ticket outlets. Zone boundaries will be marked for the benefit of operators and riders.

The Ride Atlas, explained Mr. Prowda, is the recently produced atlas which gives complete information on riding the bus and promotes off-peak ridership, and is now on sale. The ride atlas replaces the old system map and brochures which were given away. The sale price is expected to recoup the cost of production. Some free distribution will take place to agencies and certain organizations.

Mr. Ingraham asked if any progress had been made in alleviating the abuses of the Honored Citizen Card.

Mr. Cass stated that Tri-Met staff would make a recommendation to the Board on this within the next one or two months.

The Lift statistics, reported by Mr. Prowda, showed an average of 341 trips per day; general passengers accounted for 55% of the trips; taxi usage accounted for 19% of all trips; and the remainder used The Lift buses. Revenue from agency contracts was approximately \$11,100. The average cost per trip during June was \$8.31. The average cost per taxi trip was \$5.94, compared to \$8.83 for The Lift bus.

Mr. Frewing asked if any reports were available on the operation of the brokering of special transportation with the City of Portland.

Mr. Cass stated that it had been in operation for only a short time and all indications are that the program is operating as it has in the past. He also reported that a committee had been organized to monitor the brokering.

Absentee Report, given by Carolyn Nelson, consists of the Summary, Department Time Loss Reports, which is based on the percent of time lost in hours for a four-week period; and the Non Available Labor (Operators) report which is figured on the basis of drivers absent as a percent of work force on a specific day. That percentage has improved since a year ago. This report will be changed when the records are computerized in that it will reflect absenteeism for an entire period rather than on a sample day. Unscheduled Overtime has dropped drastically to approximately half of what it was running last year.

Mr. Ingraham asked that the Unscheduled Overtime Report be made a part of the General Manager's Report each month.

Mr. Cass said this report will be made a regular part of the General Manager's Report.

Mr. Drummond asked if the scheduled overtime has been increased.

Mrs. Nelson said she would check to see what scheduled overtime hours is running during this signup period.

Mr. Frewing suggested absentee information should be made available to all employees.

Mr. Cass stated that by using Fare Exchange, the absentee issue would be aired to all Tri-Met employees.

Mr. Frewing asked if a Citizens Advisory Committee on Transit Advertising had been appointed.

Mr. Drummond said that would be deferred until the September 5, 1978, meeting.

C. TRANSIT CORRIDOR DEVELOPMENT CORPORATION TASK FORCE UPDATE.

Paul Bay, Director of Planning, explained that the feasibility of a Transit Corridor Development Corporation (TCDC) was being studied by Tri-Met, the City of Portland, the County of Multnomah, the Oregon Department of Transportation, Columbia Region Association of Governments with representatives of the private sector, in the TCDC Task Force. There is a great opportunity for land development along the Banfield and I-205 Corridors because of the new accessibility provided by half a billion dollars of transportation facilities. We need to make sure this development is compatible with city and county plans, and, if possible, gain tax benefits for transit as a result of the increased land values around stations. Implementation of this "value capture" idea has not been fully achieved in this country, although the federal government is interested. The purpose of the TCDC Task Force is to see if a public corporation can form a partnership with the private sector for land development in the Corridor in a way that will benefit both the private and public sectors. Greater tax revenues would be the major benefit to Tri-Met and other agencies. The Task Force has been created to study the feasibility of forming such a public corporation. Members of the Task Force include Gerard K. Drummond, Commissioner Don Clark, Mayor Goldschmidt, Glenn Jackson, Commissioner Ralph Groener and representatives of the private sector. Two additional meetings of the Task Force will be held and a recommendation on a legislative package will be made to the Oregon Legislature later this year.

Mr. Drummond pointed out that Board Member, E. P. Ingraham was also attending the Task Force meetings.

Mr. Ingraham stressed the importance of the Task Force's work in that it presented enormous opportunities, not only for the Banfield Corridor, but for other corridors as well.

Mr. Frewing asked who the other members of the Task Force are.

G. B. Arrington, Project Development Manager, stated the other Members of the Task Force are David Leland, Barbara Dickson, William Cooley and Thomas Current.

Mr. Drummond stated that additional members may be appointed to the Task Force, possibly a real estate man from one of the major Portland banks.

D. RESOLUTION AUTHORIZING TRI-MET LOCAL MATCH FOR CRAG TRANSPORTATION PLANNING FUNDS.

Mr. Bay stated that Tri-Met had been requested to provide one-half of the local match for special federal funds to be received by CRAG. The region does not have an adopted regional transportation plan, only an interim transportation plan which has been accepted. The federal government is requesting that such a regional transportation plan be adopted, and these funds will finance the project. Without an adopted plan, federal funds will not continue to be available for transportation; and Tri-Met wants adoption of a regional transportation plan to ensure the orderly flow of funds for transportation.

Mr. Frewing asked why Tri-Met's matching share of the Federal TQX funds to be used for transportation planning were more than 10%, with the total Federal TQX Funds at \$698,527 and Tri-Met's share stated at \$87,316.

Mr. Bay stated that a portion of these funds were going to the City of Portland which Tri-Met would not match, and a portion of the funds are going directly to Tri-Met which will be completely matched by Tri-Met at the rate of 20% instead of 10%.

Mr. Ingraham moved and Mr. Frewing seconded, and the vote was unanimous.

1. "that the Tri-Met General Manager is authorized to enter into an agreement with the Columbia Regional Association of Governments to provide one-half ($\frac{1}{2}$) of the local match for Transitional Quarter Funds used by CRAG for transportation system planning as set out in Exhibit "A".
2. that Tri-Met is authorized to provide one-half ($\frac{1}{2}$) of the local match for Transitional Quarter Funds for work accomplished by the Columbia Regional Association of Governments in accordance with the annually developed Unified Work Program."

E. ORDINANCE NO. 57, ESTABLISHING CHARTER RATES AND REPEALING ORDINANCE NO. 46.

Mr. Drummond read the title of the proposed Ordinance No. 57 and announced that copies of the proposed Ordinance were available at the meeting and in the offices of Tri-Met and this constituted the final reading.

Mr. Goodwin moved for adoption of Ordinance No. 57 and Ms. Walker seconded; Mr. Drummond called for a roll call vote.

Voting aye: Fox, Ingraham, Walker, Drummond, Goodwin, Frewing.

Voting nay: None.

F. ORDINANCE NO. 58, ESTABLISHING A DEMONSTRATION FOR A SPECIAL MONTHLY PASS, FOR DOWNTOWN OREGON CITY EMPLOYEES' TRIPS BETWEEN THE OREGON CITY PARK & RIDE LOT AND DOWNTOWN OREGON CITY.

Mr. Cass stated this Ordinance was Tri-Met's response to a request from the merchants of downtown Oregon City that Tri-Met set a special rate within Oregon City so that employees could use the Park & Ride Lot and ride the bus into town at a cost that would be economically attractive for them.

Mr. Prowda reported that as a result of Tri-Met staff and Oregon City merchants working together, the Oregon City Park & Ride lot was built last year and bus lines were rerouted to utilize the Park & Ride Lot as well as downtown Oregon City. Because Oregon City has a unique parking problem because of geographical restrictions, the Park & Ride Lot was developed and this Ordinance is now being presented to additionally alleviate the parking problem. This Ordinance provides for a one-year demonstration for a reduced fare for travel between the Park & Ride Lot and downtown Oregon City. This demonstration would also aid in developing criteria for future possible treatments in other suburban areas.

Ms. Fox asked what provisions had been made for those who do not buy the monthly \$8 pass but want to use the service occasionally.

Mr. Prowda replied they would pay the regular fare of \$.45.

Mr. Cass clarified that this arrangement has been made only for Oregon City because of its unique parking problem -- which is that the downtown area is only two blocks wide and no land is available for a parking structure.

Mr. Frewing asked whether the Oregon City merchants would subsidize the cost of the passes to their employees.

Mr. Prowda replied that no subsidization provision had been incorporated within the Ordinance.

Mr. Frewing stated the Ordinance specifically stated the passes would be sold to Oregon City employees and asked whether they should be sold to employers instead.

Mr. Prowda stated that not all the specifics of the sales of passes had been determined, but that it was a definite advantage to the merchants to promote the pass sales.

Mr. Goodwin, who explained that his law offices had previously been located in downtown Oregon City, stated that many employers had paid up to \$25 per month for employee parking, and suggested that the Clackamas County Court House be a sales agent and encourage county employees to purchase the passes.

Mr. Cass added that the downtown Oregon City employers' encouragement of the pass program would have a definite impact on its success.

Mr. Frewing asked what monitoring and evaluation methods would be employed in determining the success of this demonstration, and has a goal been set.

Mr. Prowda replied that between 75 and 100 passes would be considered a success, but to accommodate this number of sales, the Park & Ride Lot would have to be enlarged at a cost of \$7,000. Mr. Prowda also stated the ride counts will be taken on buses between the Lot and downtown.

Mr. Bay recommended to the Board that Tri-Met enter into negotiations with Oregon City to enlarge the Park & Ride Lot.

Mr. Drummond stated that it would be more prudent to determine the success of the program before committing additional dollars to the improvement of the Park & Ride Lot.

Mr. Cass reassured the Board that no improvements would be made until the program had been evaluated.

Mr. Prowda reported that, in addition to employees in Oregon City, jurors may be likely candidates for the passes through the Court House.

John Jaeger, 5966 S. W. Bonita Road, Lake Grove, Oregon

Mr. Jaeger felt that Oregon City should not receive special rates.

Mike Maier, Clackamas County Court House, Oregon City, Oregon

Mr. Maier submitted the attached letter from Winston L. Bradshaw, Presiding Judge, Circuit Court, as testimony.

Don Williams, Clackamas County Court House, Oregon City, Oregon

Mr. Williams submitted the attached letter from the Clackamas County Board of Commissioners as testimony.

Chuck Kelly, 716-B Main Street, Oregon City, Oregon

Mr. Kelly thanked Tri-Met for efforts expended thus far in helping to solve downtown Oregon City's parking problems. Mr. Kelly requested that the Ordinance be changed slightly in order to accommodate possible riders other than just downtown employees, such as students, jurors, etc. Mr. Kelly stated there was a beauty school downtown whose students occupied a large number of parking spaces.

Ms. Fox moved and Mr. Drummond seconded that the wording of Ordinance No. 58 be changed from:

"1. A special monthly pass shall be provided at a price of Eight Dollars (\$8.00) for sale to downtown Oregon City employees."

to:

"1. A special monthly pass shall be provided at a price of Eight Dollars (\$8.00) for sale in downtown Oregon City."

The Board voted unanimously to make such amendment.

Mr. Drummond read the title of Ordinance No. 58 and announced that copies of the proposed Ordinance were available at the meeting and in the offices of Tri-Met and that this constituted the first reading. Ms. Roberts stated that because the changes were publicly stated, that this reading constituted the first reading as amended.

G. PUBLIC FORUM

John Jaeger, 5966 S. W. Bonita Road, Lake Grove, Oregon

Mr. Jaeger stated he had previously testified to the Board about the lack of line numbers in the rear bus windows. He acknowledged that there were numbers in the buses now, but that they were too small to read.

Mr. Cass replied that additional funds required to provide larger line signs were prohibitive.

Mr. Jaeger also suggested transit advertising for Tri-Met.

Mr. Drummond reiterated that transit advertisers were unwilling to provide advertising for the interiors of the buses without being

able to utilize the exteriors, and that Tri-Met had made a commitment to the Governor of Oregon that transit advertising would not appear on bus exteriors until the end of this year.

Mr. Jaeger stated there were few senior citizens who could not afford a higher fare and that it should be raised.

Mr. Drummond replied that senior citizen fares were mandated by law, but Tri-Met would seek to have those fares raised somewhat.

Mr. Jaeger also suggested that smaller buses be used on lightly-used runs.

Mr. Drummond replied that the smaller buses were more expensive to maintain and are therefore not more economical to operate.

Gerry Veley, 117 N. E. 12th, Apt. 1, Portland, Oregon

Mr. Veley asked the Tri-Met Board to pass an ordinance which would prohibit smoking on the buses as there are presently no such ordinances.

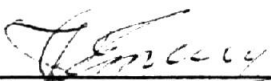
Mr. Ingraham and Mr. Frewing remarked they had not seen riders smoking on the buses.

Mr. Drummond requested Mr. Cass to contact legal counsel to determine our legal authority in enforcing the policy of no smoking and report counsel's opinion to the Board in writing.

Mr. Frewing asked if Tri-Met staff would begin working on the CAC for the 1979-80 Budget so the Committee would be appointed during the fall.

Mr. Cass replied that Tri-Met staff would assemble names of citizens for possible appointment to the Citizens Advisory Committee on the 1979-80 Budget and submit those names to the Board.

There being no further business, the meeting was adjourned.



J.D. Emery, Assistant Secretary



COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045

655-8581

August 3, 1978

RALPH GROENER, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

Board of Directors
Tri-Met Transportation District
c/o General Managers Office
4012 S.E. 17th
Portland, Oregon 97202

Gentlemen:

It is our understanding that Tri-Met is considering enacting an ordinance which would establish Oregon City as a trial area for a reduced fare. The Clackamas County Board of County Commissioners wishes to go on record as strongly favoring this concept.

We are extremely concerned with the parking situation in the downtown Oregon City area. Because of topographical and geographical constraints, the availability of parking in the core area of the City is extremely limited. As a result, there is a substantial amount of competition for a minimal number of parking spaces among those conducting business in the courts or other County departments located in the Courthouse, patrons of the downtown merchants and County employees.

This situation has created significant traffic problems in Oregon City for years and greatly inconveniences those using County facilities. We appreciate the cooperation of Tri-Met in establishing a Park and Ride station in the north part of Oregon City by the Oregon City Shopping Center. This facility has seen limited use by County employees and others competing for parking spaces in the downtown area because most feel that the short distance traveled by bus (approximately 3/4 of a mile) does not warrant the full bus fare. We also encountered statutory constraints when attempting to implement a system which would enable the County to compensate jurors using the Park and Ride station.

We feel introduction of a reduced fare, although not the optimal solution, may help mitigate the parking problems in Oregon City. Ideally we would like to see a free pass or fareless square arrangement for those traveling between the Park and Ride station and downtown Oregon City or one which could be restricted to jurors and employees in downtown Oregon City. Since the buses travel this distance on their regular route anyway, it would not create additional expense for Tri-Met to implement. It would also have the advantage of making a significant number of people view taking the bus as a convenient, viable method of transportation. This attitude would in all likelihood transcend the use of Tri-Met in the Oregon City area and prompt many people to use mass transit on other occasions and in other areas. Although this arrangement would create some minor logistical problems for Tri-Met, we would respectfully encourage the Board to consider this as an alternative.

In the absence of a fareless square concept, the reduced fare proposed in the ordinance could be helpful. It will, however, require a cooperative effort between Tri-Met and the County to develop procedures to make it work effectively. As we understand it, the proposal calls for a central distribution point where reduced fare passes would be available. We will be happy to provide such a location and the personnel necessary to sell these passes in the Clackamas County Courthouse.


Board of Directors
Page 2
August 3, 1978

We hear many complaints from our constituents about the lack of responsiveness on the part of Tri-Met to the needs of Clackamas County residents. We strongly feel that the proposed ordinance would be a positive step to allay this concern. We would also encourage an innovative approach in the implementation of this ordinance and would hope that you would accept suggestions from our staff and our Circuit Court Administrator in developing specific procedures. They are familiar with the problems and would be helpful in developing a system which would produce maximum participation.

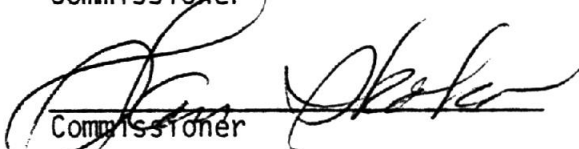
We would also commend Lana Nelson of your marketing staff for her cooperation and assistance in working with the County during the last year. Her efforts which have included attendance and active participation in the Oregon City Town Meeting, have enabled residents of the community to see that Tri-Met is interested in the needs of Clackamas County. We would encourage continued efforts in this direction which will help promote the goal of increased ridership by citizens in all communities in the region.

Sincerely,

BOARD OF COUNTY COMMISSIONERS


Chairman


Commissioner


Commissioner

/gl

CIRCUIT COURT OF OREGON

FIFTH JUDICIAL DISTRICT
OREGON CITY, OREGON 97045
655-8686



WINSTON L. BRADSHAW
CIRCUIT JUDGE

August 7, 1978

TRI-MET BOARD OF DIRECTORS

Dear Board Members:

It is the Court's understanding that Tri-Met is attempting to address some aspects of the parking and traffic situation in downtown Oregon City. The parking problem in Oregon City is not a new problem, it has existed for a long time and is growing worse each day. In fact, it is far beyond the critical stage.

The Court is in unanimous support of any agreement which could be developed which would provide some type of parking and transportation relief for court jurors.

It is estimated that the Court will require the presence of approximately 8,000 jurors during the fiscal year 1978-79. This breaks down to an average of:

667 per month
167 per week
56 per day (Tuesday, Wednesday, and Thursday)

When our jurors report for service, there are no public or private parking facilities available for their use.

Several months ago the Court advised the jurors that they should utilize the park-and-ride lot at the north end of town, and the court would reimburse them for bus expense. However, the Attorney General of Oregon advised us in a formal opinion that jurors will "only be paid 10 dollars per day and 8 cents per mile, no more - no less."

As you can see, this left the Court with very little flexibility regarding reimbursement for bus expenses. With the existence of this problem and coupled with the fact that it costs 90 cents for a round trip fare from the park-and-ride lot to the courthouse and back, we feel that it is incumbent upon Tri-Met to develop a bus rate/plan which is in parity to the distance traveled.

The Court staff will be at your disposal to cooperatively develop an equitable solution to this pressing problem.

Sincerely yours,

Winston L. Bradshaw
Presiding Judge, Circuit Court



TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

September 7, 1978

Office of Neighborhood Associations
Mary Pedersen, Coordinator
1220 S.W. 5th Avenue, Room 413
Portland, Oregon 97204

Dear Ms. Pedersen:

Recently, Tri-Met staff recommended to the Board of Directors a number of service changes for January, 1979. As part of Tri-Met's commitment to reduce costs by cutting back on service that is not used, a number of service reductions are being proposed.

1. Line #15-Lincoln. There are two options currently being considered; one, removal of early morning and evening service and two, elimination of all service on line #15. This line is duplicated by other routes throughout its length except along Harrison Street between 13th Avenue and 60th Avenue where services on Hawthorne and Division parallel it within 5 blocks either side.
2. Line #2-St. Johns. Eliminate service to Rivergate during non-peak hours. Only a few people have been using the service during the midday.
3. Line #73-92nd/102nd Avenue. Eliminate all service on this route. The construction of I-205 has severely affected this route. Several homes were demolished to construct I-205. This reduced the "market" for Line #73, and construction has disrupted normal north-south travel patterns in this area.
4. OWL Service. Reduce service from every hour to every other hour. This recommendation will retain some service, but yield worthwhile savings in Tri-Met's operating cost.
5. Line #78-Lake Oswego/Sunset. Modify a portion of the route eliminating the deviation to Barbur Boulevard Transit Station. This line crosses all the other connecting lines, permitting patrons to do the same transferring between routes that could be taken at the station. The extra time to go into and out of the Station requires two additional buses to be assigned.
6. Line #90-Mall 205 Flyer. Eliminate the service, 3 a.m. and 3 p.m. trips. Only moderate (20 to 30) passenger loads have been generated and these can be handled on regular service lines #44, #20 and #21, which make these trips from Mall 205 within 5 minutes of the running time for the Banfield route.

The implementation of these changes would reduce operating costs by \$700,000, the required amount to remain within budget.

RECEIVED

SEP 08 1978

September 7, 1978

Page Two

Riders are being notified of the proposed changes by special notices on the buses. People have the opportunity to call Tri-Met or present their opinions directly to the Board of Directors. The Board will make a decision on each reduction at the October 2 Board meeting.

If you have any questions or would like to receive the staff report, please call 238-4898.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul N. Bay". The signature is stylized with a large, sweeping initial "P" and a long, horizontal flourish extending to the right.

Paul N. Bay, Director
Planning and Development

PNB/vb

Tri Met Board Member Jim Goodwin's Statement

9/26/78

(Vote on Resolution Endorsing the Banfield Management Recommendation)

When it comes to voting on the expenditure of one hundred million dollars or more, I am haunted by 25 year old memories of empty Oregon City and Belrose street cars, running back and forth from Oregon City and from Gresham to Portland. I am saddened by the present sorry state of the Peninsula Commuter lines running between San Francisco and San Jose (where the potential people market is in the millions). Southern Pacific is losing three million dollars per year on those lines. These are rail lines, mind you, which run parallel with absolutely clogged freeways on either side of the tracks. It is so bad economically, I am told, that Southern Pacific has offered to buy vans by the hundreds, for van pools to get themselves off the hook.

How are we in the Portland area going to justify spending millions to build rail lines, so long as there is a drop of gasoline available for our cars?

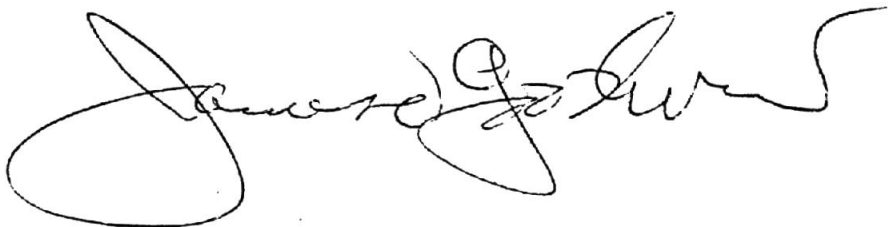
It is with mixed emotions that I cast a "No" vote on the light rail option for Banfield Freeway Development. ¹

I have literally laid awake nights, paced floors and searched my soul on the question. I am much impressed with the quality of the new Tri Met management, especially at the top and middle level. I am convinced of the sincerity of the planning department. Perhaps I am more provincial than objective in considering the interests of the suburban areas, and particularly of Clackamas County, which is my home.

At any rate, many of us in Clackamas County feel that Tri Met is operated mainly for the purposes of: (1) hauling people to and from work in downtown Portland; and (2) that the politicians have forced Tri Met to become a heavily subsidized off-peak carrier of those who are too old, too young or too socially disadvantaged to drive their own cars. (3) Some of my business and industrial constituents have the feeling that a third job of Tri Met is to subsidize the hauling of our potential customers to our downtown Portland competitors. In other words, they feel that the payroll tax levied on them is counter-productive to the businessmen of the suburban Tri-County area. I don't altogether blame them.

Instead of spending another 100 million dollars or so (probably considerably more) at this time to establish a light rail system along the freeway, and in so doing, bisect the East Burnside Community, I would prefer that we plan for trackless trolley capability along the freeways in question, to be used whenever larger vehicles are economically necessary for the peak-loads.

Finally, in my opinion we should at this time be retrenching our overall off-peak operation and cutting our losses, while planning a system that will take people to and from their jobs someday, not just downtown, but wherever the jobs are, if we run out of fuel for our cars.

A handwritten signature in black ink, appearing to read "James G. Lewis". The signature is written in a cursive style with a large, looping initial "J" and a long, sweeping underline.

Footnotes

1

For the present, we should limit our light rail activities, if any, to experimental use of an inter-urban car or two on the existing Belrose freight line to Gresham. This should be done when and if we feel it necessary to test the peak-load market for light rail from eastern Multnomah County to the Willamette River downtown area. Let's not mess up the mall now with tracks.

If a promising market develops, the old Portland Traction Company right of way could be economically restored without serious disruption to the community, and without destroying the rail freight service presently operated at night in the areas of Boring, Gresham, etc.

A handwritten signature or set of initials, possibly "JCP", written in dark ink. The signature is stylized and somewhat abstract, with a large loop at the bottom.

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

September 26, 1978

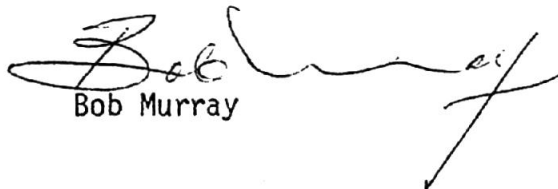
Gerard K. Drummond, President
Board of Directors
Tri-County Metropolitan Transportation
District of Oregon
4012 S. E. 17th
Portland, Oregon 97202

Dear Jerry:

Due to an unforeseen business commitment, I was unable to attend the Board of Directors meeting tonight at which the Board will consider the staff recommendation on the Banfield Transitway Corridor.

Although I cannot be there, I wanted you and the other Board members to know that I support the staff recommendation, the proposal for a light rail on the Banfield Corridor and the Burnside alignment from Gresham to downtown Portland. The economics of transit in this region and the need for better and lower cost service influences my decision supporting the light rail proposal.

Sincerely,



Bob Murray

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

September 26, 1978

Mr. Gerard K. Drummond
Northern Energy Resources Co.
600 Hamilton Building
529 SW 3rd
Portland, OR 97204

Dear Jerry:

I am sorry I'm unable to be with you to join the Board in recommending the Banfield Burnside light rail alignment for the Banfield Transitway Project.

Were I with you, I would emphatically vote in its favor. In the course of the economic analysis over the last year, I have grown stronger and stronger in my conviction that the light rail line should be in place and operating as soon as possible.

If it's at all practical, please enter this into the record of the Board meeting tonight.

Sincerely,



Elsworth P. Ingraham

RESOLUTION

WHEREAS, regional policy has determined that transit must play an ever greater role in the future if the regional road system is to avoid becoming intolerably congested; and

WHEREAS, the Tri-Met Board of Directors has the responsibility for operating transit in the Tri-County area; and

WHEREAS, transit operating costs, rather than capital costs, are the greatest continuing financial burden on the local community; and

WHEREAS, staff analysis of the Banfield Transitway Project alternatives has determined that the Banfield-Burnside light rail alignment from downtown Portland to downtown Gresham offers the greatest cost-effectiveness and long-term operating cost savings; and

WHEREAS, light rail transit is a proven technology that is attractive to riders, capable of responding to unforeseen surges in ridership, and will provide safe, reliable service in an energy-efficient, environmentally superior manner; and

WHEREAS, the Banfield-Burnside light rail alignment will greatly improve transit service to East Portland and East Multnomah County, minimize community disruption, and reduce Tri-Met's total dependence on petroleum as its sole energy source; and

WHEREAS, the Banfield-Burnside light rail alignment will minimize noise and traffic congestion in downtown Portland and avoid the downtown operational difficulties of all-bus alternatives; and

WHEREAS, the Banfield-Burnside light rail alignment supports existing land uses within the City of Portland and can be an important tool to focus development in patterns economical for transit to serve; and

WHEREAS, the local-share capital costs of the Banfield-Burnside light rail transit project are expected to be offset by operating cost savings in the first seven years of operation; and

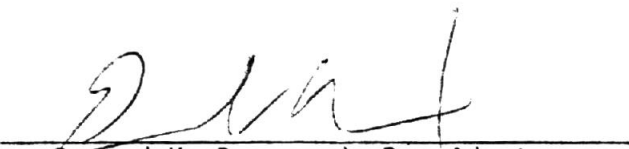
WHEREAS, a project decision is needed at this time in order to involve the Oregon Legislature in funding decisions to avoid unnecessarily inflated construction costs and to capture operational savings as soon as possible; and

WHEREAS, the majority of public testimony on the Banfield Transitway Project has favored light rail transit and the Banfield Citizens Advisory Committee has recommended the Banfield-Burnside light rail alignment.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tri-County Metropolitan Transportation District of Oregon does hereby:

1. Recommend the Banfield-Burnside light rail alignment between downtown Portland and downtown Gresham for construction, together with associated Banfield Freeway improvements, as a single project.
2. Commit its staff resources to work with the City of Portland and the City of Gresham toward determining specific alignments and station locations within their boundaries that are in the best interest of the cities and Tri-Met.
3. Urge the City of Portland, the City of Gresham, and the County of Multnomah to incorporate the Banfield-Burnside light rail line, and land uses supportive of economical transit operations, into their Comprehensive Land Use Plans.
4. Propose State funding for the local share of Banfield-Burnside light rail capital costs as part of Tri-Met's 1979 legislative program.

DATE: September 26, 1978


Gerard K. Drummond, President

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

September 27, 1978

I first want to thank everyone who called or wrote in with their suggestions and comments regarding our proposed changes in service for January, 1979. The staff has carefully reviewed each comment and has prepared a final recommendation. The following changes will be recommended to the Tri-Met Board for approval on October 5.

1. Line #15-Lincoln. Elimination of trips before 7:00 a.m. and after 7:00 p.m. weekdays, and elimination of Saturday service.
2. Line #2-St Johns. Elimination of midday service between St. Johns and Rivergate.
3. Line #72-102nd Avenue. Elimination of service.
4. Owl Service. Reduction of service from once an hour to once every two hours.
5. Line #78-Lake Oswego/Sunset. Elimination of service to the Barbur Boulevard Transit Station and reduction in service after 7:00 p.m. from 30 minute headways to 60 minutes.
6. Line #90-Banfield Flyer/Mall 205. Elimination of service.

All the comments received to date have been summarized and attached to the final report that will be given to the Board before a decision is made.

If you wish to present your comments directly to the Board you may do so on Thursday, October 5, at the Portland City Hall Chambers, 1220 S.W. Fifth Avenue, beginning at 10:00 a.m. (This meeting had been originally scheduled on October 2.) The final staff report will be available at the meeting, or you may call 238-4898 for a copy.

Attached is the meeting Agenda with Item "D" Recommendations for Service Changes in January, 1979, noted.

Thank you again.

Sincerely,

Donald MacDonald
Service Development Manager

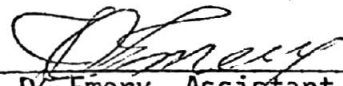
See

AGENDA

TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT
OF OREGON

The following is the Agenda of the regular meeting of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met), a mass transit district organized pursuant to Oregon Revised Statutes, Chapter 267, to be held at 10:00 a.m., THURSDAY, OCTOBER 5, 1978, AT THE PORTLAND CITY HALL COUNCIL CHAMBERS, 1220 S. W. FIFTH AVENUE, PORTLAND, OREGON, WITH PUBLIC FORUM FOLLOWING AGENDA ITEMS.

- A. Approval of Minutes of Meeting of September 5, 1978.
- B. Approval of Minutes of Special Meeting of September 26, 1978.
- C. General Manager's Report.
- * D. Recommendations for Service Changes in January, 1979.
 - 1. Increased service to Swan Island and Tektronix; extension of Lines 75 and 71.
 - 2. Reduced service affecting Lines 73, 90, 15, 78, 2 and OWLS.
- E. Report on Federal 504 Regulation Hearing.
- F. Recommendation for Issuance of Honored Citizens Cards.
- G. Ordinance No. 59, an Ordinance Establishing a Medical Payment Plan for Passengers Injured by Uninsured Motorists and Repealing Ordinance No. 44, copies of which are available at the Tri-Met offices (Final Reading).
- H. Ordinance No. 60, an Ordinance Adopting Rules for Meetings and Repealing Ordinance No. 52, copies of which are available at the Tri-Met offices (Final Reading).
- I. Ordinance No. 63, an Ordinance Establishing a Special Pass for Clackamas County Jurors and Declaring an Emergency.
- J. Revision of Statement of Board Policies.
- K. Public Forum.



J. D. Emery, Assistant Secretary

NOTE: There is a handicapped entrance at the Fourth Street Entrance; take the elevator to the second floor.

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
4012 S. E. 17th Avenue
Portland, Oregon 97202

MINUTES OF SPECIAL MEETING OF SEPTEMBER 26, 1978

A special meeting of the Board of Directors of the Tri-County Metropolitan Transportation District of Oregon was held September 26, 1978 at 7:30 p.m. at Smith Memorial Hall, Portland State University, 724 S. W. Harrison, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; John Frewing, Nellie Fox, Florice Walker and James O. Goodwin.

Management staff: E. R. Peter Cass, General Manager, Paul N. Bay, Bob Post, Bill Lieberman.

A. RESOLUTION ENDORSING THE BANFIELD MANAGEMENT RECOMMENDATION.

Mr. Drummond announced that this special meeting of the Board of Directors had been called for the purpose of voting on the proposed Resolution to endorse the Tri-Met management recommendation on the Banfield Transitway Project. In addition to hearing the summary from Tri-Met management at this meeting, as well as the public testimony to be offered, the Board has reviewed the testimony given at the Public Hearing held September 20, 1978; and the Board has been kept abreast of the development of information by Tri-Met staff of all technical studies, public input and cost studies over the past 30 months through numerous briefings.

Mr. Cass stated that the Tri-Met staff recommended the Banfield-Burnside light rail principally because it offers the lowest long-term operating costs. Light rail would transport 20% of the total ridership of Tri-Met, once completed, at 10% of the total operating costs. Rapidly expanded transit ridership has resulted in escalated operating costs; and only through a capital expenditure for light rail can operating costs be controlled. Mr. Cass went on to explain that the major benefits of this recommendation for light rail on the Banfield are: lower long-term operating costs; capacity to provide adequate service for the rapidly growing East Side; reduction of buses on the Mall; less pollution; less exclusive dependence on petroleum; and encourages proper land use.

Mr. Cass explained the steps taken to inform the region of Tri-Met's light rail recommendation: In August, 2,000 summaries of the recommendation were mailed to local governments, community organizations and citizens who had participated in the Banfield planning project; and on August 29, a press conference was held to brief the media. Subsequently, over 30 individual meetings and briefings have been held to inform community leaders and community organizations of the reasons for the recommendation. On September 20, 1978, a formal Public Hearing was held to receive public testimony with 24 people offering testimony. The Banfield Citizens Advisory Committee, which has worked on this project for 30 months, testified in favor of the proposal, as did the Citizens for Better Transit, the Oregon Association of Railroad Passengers and the Sierra Club. The East County Concerned Citizens and the Independent Businessmen's Association voiced opposition. Mr. Cass reported that issues in favor of the light rail proposal offered at the Public Hearing were: long-term economics in operating costs; energy efficiency; environmental compatibility; reliability and rider comfort; neighborhood preservation; use of electrical energy rather than fossil fuel; and it represents the first stage of a multi-modal transit system.

Issues raised in opposition to the light rail recommendation were: high initial capital costs; unanswered alignment questions; Burnside neighborhood impacts; possible construction cost overruns; light rail overhead wires; preference for Mt. Hood Freeway; inflexibility of light rail; and that light rail should be a ballot issue. The East County Concerned Citizens presented a petition with 10,000 signatures in opposition to light rail.

Mr. Bay additionally summarized testimony received and staff response on the light rail proposal:

Cost Overruns: The cost issue has been addressed more carefully at this stage than with most major projects. Total project cost cannot be completely accurate until final engineering is completed; the final engineering will not be done until the project is funded and approved. However, because of cost concerns, the proposed light rail project has been studied in greater detail at the preliminary engineering stage than one would normally expect.

The cost studies on the freeway portion of the Banfield proposal were prepared by the Oregon Department of Transportation, Metro Division, which has been responsible for over \$200 million in highway projects in this region in recent years. The light rail portion of the costs were estimated independently by two separate consulting firms. A contingency factor of 40% has been added. Two factors which could increase costs are inflation beyond that projected and possible requests from local jurisdictions for expansion of the system during construction.

Alignment: Questions have been raised on why the Banfield-Burnside alignment has been chosen over others. Other possible alignments have been studied and been discarded because of varying economic, land use, ridership and other factors. The Banfield-Burnside alignment has been chosen because it coincides with population growth, land use planning, environmental concerns, energy conservation and present need.

Lack of Public Support: Public response is clearly in favor of light rail.

Need for Improved East Side Bus Service: The light rail system will be an important factor in implementing a multi-destinational grid system for the East Side and increased mobility which will result in increased overall service for the East Side with buses playing a supplemental role to light rail.

Safety: All crossings will be at signalized intersections or railroad crossing gates; brakes are efficient and fewer stops are made, resulting in less contact with surface traffic.

Downtown Portland Destination: Light rail does not necessarily favor downtown, but greatly improves multi-destinational service on the East Side, as well as transporting commuters to the downtown area.

Light Rail Issue Should be by Public Vote: The Tri-Met Board, through authorization of the Oregon Revised Statutes, has the responsibility to make the decision for Tri-Met.

Mr. Drummond pointed out that the Tri-Met Board is not making the final decision on the Banfield project, but is only making Tri-Met's decision on the project recommendation. The City of Portland, the City of Gresham and the County of Multnomah, all of which are governed by elected officials, will make individual decisions before presenting those decisions to the CRAG Board of Directors, also elected.

Mr. Drummond called for public testimony.

Russell M. McCarteney, 2241 N. W. Hoyt Street, Portland, Oregon

Mr. McCarteney expressed opposition to the Banfield proposal in that it should be more comprehensive and that Tri-Met's overall service should be improved before a project of this magnitude is undertaken.

Greg Lutje, 17210-A N. E. Halsey, Portland, Oregon

Mr. Lutje listed the major corridors in the tri-county region, I-205, Sunset, Oregon City, I-5 to Vancouver, all of which have been studied for possible future improvements as well as the Banfield, and asked why of all the possibilities and combinations of improvements, Tri-Met is making the Banfield light rail recommendation.

Mr. Bay responded that the Banfield Corridor is the most pressing because of congestion, existing and future ridership growth, air pollution and the rapidly expanding population of East Multnomah County.

Bill Lieberman added that initially 30 to 40 combinations of mode and alignment had been studied, including those listed by Mr. Lutje, but had been discarded for various reasons as being inappropriate for improvement at this time.

Terry Parker, Chairman, Banfield Citizens Advisory Committee

Mr. Parker said the Citizens Advisory Committee had been in existence since 1975 and that the Committee, after extensive studies, was strongly in favor of light rail.

Dr. Lawrence Griffith, Banfield Citizens Advisory Committee

Dr. Griffith explained that even though the Committee had been divided in its recommendation, the majority chose light rail on the Banfield while the minority was broken up into two or three other recommendations.

Gary Shields, Homeowners Association

Mr. Shields recommended the Tri-Met staff proposal principally because it would cause less displacement of homes and businesses and it is more economical overall.

There being no further testimony, Mr. Drummond called for questions from the Board.

Mr. Frewing asked if the 40% contingency was intended to cover inflation.

Mr. Bay replied that the contingency factor was to cover uncertainty in actual costs prior to final engineering and that inflation was handled separately as shown in the recommendation report.

Mr. Cass reiterated that the cost figures were arrived at independently by two different consulting firms based in all available data and are considered to be realistic.

Mr. Drummond stated that no major construction project was without cost overruns, but that contingencies have been built into the project costs to allow for that eventuality.

Mrs. Fox asked what the disposition of the Mt. Hood Freeway funds would be if not utilized for the Banfield project.

Mr. Cass replied that it was possible that if the funds were not utilized by 1984, they may be withdrawn.

Mr. Drummond stated that since the formation of Tri-Met, the decision on the Banfield is the most important decision the Board has made. Tri-Met successfully accomplished the task of taking over a failing bus system in 1969, updating antiquated equipment and facilities, providing greatly expanded service, undertaking major capital improvement programs, culminating in the completion of the Mall. The Banfield will be a quantum leap into the next generation in that it represents a significant commitment of public funds, time and a commitment of the community to a public transit system with far-reaching effects that will carry forth into the next century. After Tri-Met's initial decision, the other jurisdictions will individually make their own.

Mr. Drummond read the Resolution, which is attached to these minutes.

Mrs. Fox moved and Ms. Walker seconded approval of the Resolution.

Mr. Frewing moved and Mrs. Fox seconded that an amendment be made to the Resolution by adding the following paragraph:

"Whereas, the majority of public testimony on the Banfield Transitway Project has favored light rail transit and the Banfield Citizens Advisory Committee has recommended the Banfield-Burnside light rail alignment."

Mr. Drummond called for a vote on the amendment with four directors voting in favor and Mr. Goodwin abstaining.

Mr. Drummond called for a vote on the amended Resolution.

Nay: Mr. Goodwin's statement is attached.

Aye: Mr. Drummond voted in favor of the Resolution because the light rail capital-intensive program offers this community the best transit bargain. Unfortunately, the economic analysis did not include the most compelling factor - the incremental costs of adding new loads to the system in the future which would be far less costly with light rail than any other alternative. Tri-Met is attempting to provide the community a basis upon which to build in the least costly manner. Without this improvement, ten years from now the region would be faced with the decision to undo what would be accomplished now under other alternatives at a lesser initial cost to implement necessary transit improvements.

Aye: Ms. Walker, who lives on the East Side and is familiar with the crowded conditions on the Banfield in particular, and the East Side arterials in general, voted in favor of the Resolution. She Stated that everyone is concerned about the costs of the project, but that the light rail would be more economical than any other alternative and would provide more and better service to a greater number of people.

Aye: Mrs. Fox stated that through personal experience, a rail system is an efficient way to transport commuters and that it would be an excellent solution to the transportation problems of East Multnomah County.

Mr. Drummond read a statement from Robert Murray who was absent which expressed his approval of the Resolution, and that statement is attached to these minutes.

Mr. Drummond read a statement from Ellsworth P. Ingraham who was absent which expressed his approval of the Resolution, and that statement is attached to these minutes.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
4012 S. E. 17th Avenue
Portland, Oregon 97202

MINUTES OF MEETING OF SEPTEMBER 5, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held September 5, 1978, at 10:00 a.m. in the Auditorium of the Public Service Building, 920 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Ellsworth P. Ingraham, John Frewing, Florice Walker, Robert Murray, James O. Goodwin.

Management staff

present: E. R. Peter Cass, General Manager; Carlyne Nelson, Bob Prowda, Paul N. Bay, Dennis Chapman, Lana Nelson, Dick Archer, James E. Cowen, Leslie Roberts, Legal Counsel.

A. APPROVAL OF MINUTES OF MEETING OF AUGUST 7, 1978.

The Minutes of the regular meeting of August 7, 1978, were unanimously approved.

B. GENERAL MANAGER'S REPORT.

Ridership and Revenue figures, reported by Mr. Prowda, Director of Marketing, reflected average weekday ridership of 112,371, an increase of 7.7% over last year and .6% over projection. Farebox revenue was \$866,900, 10.2% over last year and .02% over projection. Monthly pass sales totaled 11,500, 21.7% less than last year due to this year's increased pass price.

Vancouver/Portland figures, reported by Mr. Prowda, averaged 826 per weekday, 28% over last year.

The Lift report, given by Dennis Chapman, Special Transportation Coordinator, reflected an average daily ridership of 354; general passengers accounted for 56% of the trips; taxi usage accounted for 21% of all trips; and the remainder used The Lift buses. Revenue from agency contracts was \$10,700, slightly down from last month. The average cost per trip was \$7.16; average cost per taxi trip was \$6.17 compared to \$7.40 per trip for The Lift buses.

Brokering Special Transportation. Mr. Chapman reported that a committee has been formed to monitor the functions and progress of Tri-Met's brokering role for the special transportation needs of the Portland area. The committee consists of representatives from Tri-Met, the City of Portland and the three subcontractors and the three user groups. Special transportation services have proceeded smoothly since Tri-Met assumed the brokering role; the committee will provide progress reports to the Board in the future.

504 Regulation. Mr. Cass stated the U. S. Department of Transportation will hold public hearings during the month of September to receive information from transit districts regarding 504 Regulation. Mr. Cass also recommended that the Board of Directors form a citizens advisory committee to study 504 Regulation as written and report recommendations on the economic and social impacts of the legislation to the Board.

Mr. Bay, Director of Planning, said the committee would be composed of 12 members from the elderly and handicapped community, Associated Oregon and would be chaired by Mr. Charles L. Sauvie. The draft 504 Regulation would require that all buses be fully equipped for wheelchair accessibility within six years and that all present programs and services for the elderly and handicapped continue until all buses are so equipped. The committee's function would be to work with the Board in drafting comments to be submitted to the U. S. Department of Transportation.

The Board asked for the names of the individuals appointed to the Committee, and that list has been attached as Exhibit "A".

Mr. Murray asked if Tri-Met staff were aware of any general nationwide opinions on the proposed legislation.

Mr. Bay replied that the handicapped community was divided in reaction: Those who are not wheelchair-bound prefer to use presently available transportation, while those who are wheelchair-bound prefer accessibility to publicly-financed transit. Also, the transit systems are very concerned, and all major transit districts will testify at the hearings.

Mr. Drummond stated the makeup of the Committee may produce only attitudinal results with little emphasis on economic feasibility.

Mr. Bay replied that Tri-Met staff had fully researched the financial impact of 504 Regulation on Tri-Met, and that capital costs alone over a six year period would approximate \$26,000,000.

Mr. Ingraham asked what the operational impacts would be in that lift systems on buses frequently are inoperative.

Mr. Frewing asked, in view of the fact that one of Tri-Met's goals is to complete the formulation of long-range special transportation plans

for implementation by January, 1979, whether this Committee should assist Tri-Met's plans to attain this goal.

Mr. Bay replied the Committee would be charged to work through October 20 which is the end of the comment period on the legislation.

Mr. Cass stated a resolution would be presented to the Board authorizing the appointment and charge to the Committee.

Mr. Goodwin moved and Mr. Ingraham seconded the appointment of the Committee and it was unanimously approved by the Board.

Mr. Cass stated a report would be made to the Board on the activation of the Committee.

Performance Indicators Report. Carolyn Nelson, Administrative Assistant, reviewed the Performance Indicators Report:

Effectiveness of System: Under-utilized service is being reduced, and additional service will be provided to areas with probable high productivity. Productivity is measured in passengers per vehicle hour, with the goal set at 29.5. July, 1978 attained 26.9. Another measurement is system revenue to operating costs with the goal of revenue totaling 32% of operating costs. The July percentage was 27%.

Efficiency of Operations: Management of absenteeism is the overall goal. A percentage of 16% absenteeism is the goal for the Transportation Division and 10% for Maintenance Division. Attainment of that would be a 15% improvement over last year. August performance was at 16.4% for Transportation and 11% for Maintenance. Unscheduled overtime has dropped considerably over the last month.

Service Quality: Quality is measured by the number of complaints regarding any aspect of Tri-Met's operations; and the goal is a 20% reduction in complaints, or .24 complaints per 1,000 passengers. In July the indicator was .296.

Mr. Cass stated a detailed complaint report would be made available to the Board.

Mr. Frewing requested a progress report on attainment of goals before the end of the 1978-79 fiscal year.

Mr. Cass replied that quarterly financial reports, including measurement of goals, would be prepared and presented to the Board.

Change Order. Mr. Cass introduced a Change Order in the amount of \$57,000 which would enlarge the fuel pumping station and make certain other improvements in the maintenance facility now under construction.

James E. Cowen, Director of Operations, explained that one purpose of the change order is to construct a bypass lane around the pumping station so that buses returning to the garage will not back up into the street because of congestion at the pumping station. The other purpose of the change order is to increase fuel storage capacity at the new maintenance building from 60,000 to 80,000 gallons and add one pump.

Mr. Cowen also explained that when the new maintenance facilities were planned, Tri-Met's overall plans included eventual construction of a garage and maintenance facility on the West Side with additional fuel storage capacity; but because a West Side garage is not planned in the near future, it is prudent to increase fuel storage at the Center Street facility.

Mr. Cass stated that Tri-Met should address the need for the development of a West Side garage similar to, but smaller than, the Powell garage within the next 12 to 18 months because substantial savings would be realized by eliminating deadhead buses to the ends of the West Side routes.

Mr. Cass stated that the \$57,000 was part of the grant contract with UMTA for the new maintenance facility.

Mr. Ingraham moved approval of and Mr. Murray seconded the change order and it was unanimously approved by the Board.

C. MANAGEMENT RECOMMENDATION FOR ALIGNMENT AND MODE OF BANFIELD PROJECT.

Mr. Cass stated that Tri-Met's recommendation on the Banfield Project is being made at this point in time because: (1) Tri-Met, the Oregon Department of Transportation, the City of Portland, the City of Gresham, Multnomah County, and CRAG have been studying the possible alternatives on the Banfield for 30 months. Tri-Met, as the operator of the transitway, has been requested by the other jurisdictions to make an operating recommendation; and (2) The funding responsibility is shared by Tri-Met, the Oregon Department of Transportation, the City of Portland, the City of Gresham, Multnomah County, the Urban Mass Transportation Administration, the State Legislature and the U. S. Department of Transportation; and it is hoped that the funding decision process will be completed by June, 1979.

If the mode and alignment decision and the funding decision are both positive, the first stages of the project will begin in 1980 and be completed in 1984. The entire project will total \$161,000,000 in 1978 dollars and involves two subprojects: (1) improvements to the Banfield Highway, expanding it to six lanes with shoulders; and (2) construction of a light rail system.

Mr. Bay explained that the Tri-Met recommendation encompassed light rail construction from downtown Portland to Gresham. Along the Banfield Freeway, the light rail line would be built simultaneously with a cooperative project by the Oregon Department of Transportation to increase the number of lanes on the Banfield. Light rail would continue from the Banfield down I-205 to Burnside Street and then east to Gresham. Tri-Met staff has not yet reached a decision on a recommendation on a downtown alignment.

Mr. Drummond asked when the recommendation would be ready on the downtown alignment.

Mr. Bay replied that input was needed from the City of Portland, and that Tri-Met hoped to make a downtown alignment recommendation by the end of October.

Mr. Bay explained that the principal reason for the recommendation of light rail is the substantial operational cost savings, both short-term and long-term over all other modes. The Banfield is the most densely traveled highway in the Portland area other than Interstate 5. In addition, East Multnomah County is undergoing a rapid growth rate, and expansion of the highway system would be expensive, both in capital expenditures and short- and long-term operating costs. Light rail would provide additional passenger capacity with a single driver, while a bus-only system would require an additional bus and additional drivers for every increase of 50 riders. Mr. Bay went on to explain that certain factors could increase the projected operational costs, but even with increasing costs; assuming those factors occurred, light rail would still be lower in total overall costs than other alternatives.

The summary of the recommendation is that Tri-Met proposes a capital expenditure be made now to save long-range operating costs, capital costs and taxpayer dollars.

Mr. Drummond asked if operating costs included the amortization of capital costs.

Mr. Bay replied that operating costs did not include capital amortization costs and that those costs were exhibited separately.

Mr. Cass stated that the local share of the transit capital costs would be amortized within the first seven years of operation.

Mr. Bay also stated that the project being a joint highway and light rail project will minimize the total dollar amount required to be spent by ODOT. Fewer gas tax dollars will be required than if the Banfield Freeway were being built as a separate project. The net effect of this project's financing will mean additional Oregon gas tax dollars will be freed to spend on highway projects throughout the State.

Mr. Drummond asked if, in fact, substantially less local money would have been available for statewide highway improvements if the Mt. Hood Freeway had been built than with Tri-Met's Banfield recommendation for mode and alignment.

Mr. Bay replied that a great deal more state money would be available for road improvements if Tri-Met's recommendation were implemented.

Mr. Frewing asked if the recommendation affected the construction or use of the bus lanes on I-205.

Mr. Bay replied that I-205 does not have exclusive bus lanes, but a right-of-way set aside for future transit purposes.

Mr. Cass reported to the Board that 2000 copies of the recommendation had been mailed to all legislators and interested citizens, and that a public hearing would be held on September 20 in the Bonneville Power Administration Auditorium at 7:30 p.m. for public testimony.

Mr. Frewing asked if the citizen input received earlier in the year had been incorporated in the recommendation.

Mr. Cass replied that the recommendation is not a response to citizen input; it is a technical staff recommendation based upon studies of all alternatives and the short and long-range economics of each.

Mr. Bay added that the public testimony was considered throughout the recommendation process and that the recommendation and public testimony did coincide.

Mr. Drummond stated that it is the Board's responsibility to weigh the technical report, public testimony and the political ramifications in making its decision.

D. ORDINANCE NO. 58, AN ORDINANCE ESTABLISHING A SPECIAL MONTHLY PASS FOR TRIPS BETWEEN THE OREGON CITY PARK & RIDE LOT AND DOWNTOWN OREGON CITY.

Mr. Drummond read the title of the proposed Ordinance No. 58 and announced that copies of the proposed Ordinance were available in the offices of Tri-Met and this constituted the final reading.

Mr. Cass stated that during the first reading of the proposed Ordinance No. 58 there had been some concern about its flexibility to jurors and to students in the downtown Oregon City area. Mr. Cass introduced Lana Nelson of the Marketing Department to comment on the development of this program.

Mrs. Nelson, Manager of Customer Services, reported that meetings had been held with Clackamas County Board of Commissioners, the Merchants

Association and courthouse staff to determine the best means of including jurors in the Oregon City special pass program. As a result of these meetings, it is Tri-Met's recommendation that 100 specially marked passes be issued per month to the Clackamas County Court, which will then issue them to jurors. The County will count the number of juror trips monthly and pay Tri-Met \$.20 per juror trip.

Mr. Frewing asked if Tri-Met could sell the passes to Clackamas County outright.

Mrs. Nelson replied that the Court would have to pay \$800 per month for passes with no guarantee that they would have need for that many passes.

Mr. Cass stated that Tri-Met staff would report to the Board at the November Board Meeting how satisfactorily the special Oregon City program is working.

Mr. Goodwin moved and Ms. Walker seconded adoption of Ordinance No. 58; Mr. Drummond called for a roll call vote.

Voting aye: Goodwin, Murray, Ingraham, Drummond, Walker, Frewing.

Voting nay: None.

E. ORDINANCE NO. 59, AN ORDINANCE ESTABLISHING A MEDICAL PAYMENT PLAN FOR PASSENGERS INJURED BY UNINSURED MOTORISTS AND REPEALING ORDINANCE NO. 44.

Mr. Drummond read the title of the proposed Ordinance No. 59 and announced that copies of the proposed Ordinance were available at the meeting and in the offices of Tri-Met and that this constituted the first reading.

Dick Archer, Director of Personnel, explained to the Board that Ordinance No. 44 provided for up to \$1,000 in medical payments to passengers injured by the actions of uninsured motorists; Ordinance No. 59 raises the limit from \$1,000 to \$5,000.

Mr. Cass explained that Ordinance No. 59 was being introduced in order that the payment limit would reflect inflation and today's rising medical costs.

Mr. Drummond clarified that these payments were made as the result of accidents between Tri-Met buses and uninsured motorists in which passengers were injured.

Mr. Drummond asked what the additional cost to Tri-Met would be if Ordinance No. 59 were adopted.

Mr. Archer replied all claims to date totaled less than \$1,000 and, in all probability, there would be no additional costs.

Mr. Goodwin stated there were some minor phraseology improvements that should be made to this Ordinance.

F. ORDINANCE NO. 60, AN ORDINANCE ADOPTING RULES FOR MEETINGS AND REPEALING ORDINANCE NO. 52.

Mr. Drummond read the title of the proposed Ordinance No. 60 and announced that copies of the proposed Ordinance were available at the meeting and in the offices of Tri-Met and that this constituted the first reading.

Ms. Roberts, Tri-Met legal counsel, stated that Ordinance No. 52 contained several ambiguities and inconsistencies regarding the adoption of emergency ordinances, and that Ordinance No. 60 clarifies legal procedures. One other change is the deletion of the provision that a tax-related ordinance should not be effective until sixty (60) days after adoption.

Mr. Goodwin suggested several minor changes to Ordinance No. 60:

Section 3. Agenda - Delete "all" in the second line.

Section 6. Meetings. - Wording should clearly state that executive sessions may be called for purposes other than those specified.

Section 9. Miscellaneous.

- A. Insert "and 6F" after "Except as provided in Section 6E".
- B. Insert "at appropriate times" after "Members of the public attending meetings may".

G. ORDINANCE NO. 61, AN ORDINANCE AMENDING ORDINANCE NO. 45 AND ESTABLISHING FOR TRANSFERS FROM AND TO VANCOUVER-PORTLAND SERVICE AND REPEALING ORDINANCE NO. 49 AND DECLARING AN EMERGENCY.

Mr. Drummond read the title of the proposed Ordinance No. 61 and announced that copies of the proposed Ordinance were available at the meeting and in the Tri-Met offices.

Mr. Cowen stated adoption of this Ordinance would reconcile the Vancouver-Portland fare to the new fare structure.

Mr. Frewing suggested that one Ordinance could be written to cover all fares and delete any reference to fares in all other ordinances.

Mr. Goodwin moved and Mr. Ingraham seconded the adoption of Ordinance No. 61.

Mr. Drummond announced unanimous approval of the Board members present is required in order for the emergency clause to be effective and called for a roll call vote.

Voting aye: Goodwin, Murray, Ingraham, Drummond, Walker, Frewing.

Voting nay: None.

H. ORDINANCE NO. 62, AN ORDINANCE PROHIBITING SMOKING ON BUSES AND DECLARING AN EMERGENCY.

Mr. Cass stated this Ordinance was in response to public testimony during which Tri-Met learned no statutes or ordinances specifically cover the "no smoking policy" that exists on Tri-Met buses.

Mr. Frewing asked about the feasibility of levying fines on violators of this Ordinance.

Ms. Roberts replied that Oregon Statutes do not grant Tri-Met authority to levy fines.

Mr. Frewing moved and Mr. Murray seconded for adoption of Ordinance No. 62; Mr. Drummond called for a roll call vote.

Voting aye: Goodwin, Murray, Ingraham, Drummond, Walker, Frewing.

Voting nay: None.

I. APPOINTMENT OF CITIZENS ADVISORY COMMITTEE ON TRANSIT ADVERTISING.

Mr. Drummond announced the appointment of Bill Roberts as Chairman of the Committee. The complete list of Committee appointments and the charge by the Board is attached to these minutes under "Exhibit B".

Mr. Drummond stated the Committee will report its findings to the Board on November 6, 1978 after studying all aspects of potential revenue and costs incurred by Tri-Met if transit advertising were implemented.

Mr. Frewing asked what the time frame would be in implementing transit advertising if the Board were to approve.

Mr. Cass replied that if the Board approved transit advertising at the November 6 meeting, the earliest possible implementation date would be January 20, 1979.

K. APPROVAL OF MEMORANDUM OF UNDERSTANDING WITH OREGON DEPARTMENT OF TRANSPORTATION AND THE COLUMBIA REGION ASSOCIATION OF GOVERNMENTS.

Mr. Bay reported that a new federal requirement states there must be a written memorandum of understanding among the metropolitan planning organization (CRAG) the state, represented by the Oregon Department of Transportation, and the transit operator (Tri-Met) setting forth the shared responsibility for transportation planning. This agreement does not result in changes in current working relationships.

Mr. Bay stated that Section D. of Article I: Duties of the Parties be changed from "(either from the Federal Highway Administration)" to "(other than the Federal Highway Administration)."

Mr. Frewing moved and Mr. Murray seconded adoption of the agreement, as amended and the vote in favor was unanimous.

L. RESOLUTION TO AUTHORIZE THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON TO JOIN THE OREGON TRANSIT ASSOCIATION.

Mr. Cass reported that Tri-Met staff had been working with the transit authorities in Salem, Eugene and Rogue Valley to determine the advantages of forming an association to share information on state transit issues, improvements in technology labor issues and public issues. The cost to Tri-Met, assessed according to the number of buses, would approximate \$26,000,000 annually. Mr. Cass recommended the Board's approval of Tri-Met's membership in the Oregon Transit Association.

Ms. Walker asked what the membership dues would be used for.

Mr. Cass replied that the principle expense would be the salary for an executive director of the organization.

Mr. Drummond interjected that a major benefit of membership in the Oregon Transit Association is that the member transit agencies can share management issues and ideas and work together in representing transit issues to the State Legislature.

Mr. Murray moved and Ms. Walker seconded Tri-Met's joining the Oregon Transit Association, and the Board voted in favor.

Mr. Frewing went on record in opposition because of the amount of funds needed to finance the Association.

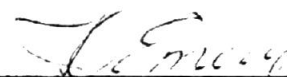
M. PUBLIC FORUM.

Mr. Frewing voiced a complaint presented to him that Salem commuters

who have been parking at the Barbur Boulevard Transit Station have been requested to park elsewhere. Mr. Frewing also felt the Station should be available to any member of the public who wished to use it.

Mr. Cass replied that as a Park & Ride Station and transfer station for Tri-Met, it is already at capacity.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary

EXHIBIT A

COMMITTEE FOR REVIEW OF

PROPOSED 504 REGULATIONS

Charles L. Sauvie (Chairman)
Senior Economist
Portland General Electric Co.
121 S. W. Salmon
Portland, Oregon 97204

Charles C. Williams, Jr.
Tektronix, Inc.
P. O. Box 500
Beaverton, Oregon 97077

644-0161 Ext. 6216

Karen Gritzka (L.W.V.)
7525 S. E. 29th
Portland, Oregon 97202

Bill Day (City Club)
6202 S. W. Burlingame Avenue No. 1
Portland, Oregon 97201

Bob Holdridge, Director
Aging Services Division
Bureau of Human Resources
522 S. W. Fifth, 8th Floor
Portland, Oregon 97204

248-4752

Jean Silva
EEO Officer
Department of Human Resources
426 S. W. Stark, Seventh Floor
Portland, Oregon 97204

248-3782

Dr. James Phillips
Executive Director
Clackamas County Community Action Agency
Gladstone, Oregon 97027

655-8640

Phillip Pyper
13787 Farmington Road #159
Beaverton, Oregon 97005

Elmer Beckett
Executive Director
Goodwill Industries, Inc.
1831 S. E. Sixth
Portland, Oregon 97214

238-6100

Bob Allen, Board Chairman
Oregon Architectural Barriers Council
18110 N. W. Avalon Drive
Portland, Oregon 97229

644-0161 Ext. 5497

Ward Thompson (M.A.R.C.)
2921 N. E. 32nd Avenue
Portland, Oregon 97212

287-5833

John Surrett (Gray Panthers)
Public Affairs Representative
Pacific Power & Light Co.
920 S. W. Sixth
Portland, Oregon 97204

243-4183

EXHIBIT B

TRANSIT ADVERTISING COMMITTEE

Chairman

William Roberts
B & D Development Company
806 S. W. Broadway
Portland, Oregon 97205
226-7025

Members

Al Solheim
3130 S. W. Fairview Boulevard
Portland, OR 97201
222-5024

Harold Hirsch
1681 S. W. Montgomery Drive
Portland, OR 97201
228-9737

Isabella Ashcraft
2141 S. W. Elm
Portland, OR 97201
227-4648

LeAnne MacColl
2620 S. W. Georgian Place
Portland, OR 97201
223-7664

Peg Henwood
2011 N. W. Irving
Portland, OR 97209
227-0854

Dean Gisvold
Standard Plaza
1100 S. W. 6th
Portland, OR 97204

Ann Gardner
Dant Development Company
1220 S. W. Morrison
Portland, OR 97205
227-4994

See

AGENDA

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

The following is the Agenda of the regular meeting of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met), a mass transit district organized pursuant to Oregon Revised Statutes, Chapter 267, to be held at 10:00 a.m., MONDAY, NOVEMBER 6, 1978, AT THE WATER SERVICE BUILDING (Auditorium), 1800 S. W. SIXTH AVENUE, PORTLAND, OREGON, WITH PUBLIC FORUM FOLLOWING AGENDA ITEMS.

- A. Approval of Minutes of Regular Meeting of October 4, 1978.
- B. General Manager's Report.
- C. Citizens Advisory Committee on Transit Advertising Recommendation.
- D. Ordinance No. 64, an Ordinance Establishing Fares and Consolidating Previous Fare Ordinances, and declaring an emergency (Copies of which are available at the Tri-Met offices.
- E. Approval of Revised Tri-Met Board Policies.
- F. Banfield Decisions Status.
- G. Public Forum.

J. D. Emery

J. D. Emery, Assistant Secretary


See

AGENDA

TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT
OF OREGON

The following is the Agenda of the regular meeting of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met), a mass transit district organized pursuant to Oregon Revised Statutes, Chapter 267, to be held at 10:00 a.m., MONDAY, DECEMBER 11, 1978, AT THE WATER SERVICE BUILDING AUDITORIUM, 1800 S. W. SIXTH AVENUE, PORTLAND, OREGON with PUBLIC FORUM FOLLOWING AGENDA ITEMS.

- A. Approval of Minutes of Meeting of November 6, 1978.
- B. General Manager's Report.
- C. Ordinance No. 64, an Ordinance Establishing Fares and Consolidating Previous Fare Ordinances, and declaring an emergency (copies of which are available at the Tri-Met office).
- D. Approval of Revised Tri-Met Board Policies.
- E. West Side Service Plan.
- F. Consideration of Transit Advertising.
- G. Public Forum.



J. D. Emery, Assistant Secretary

Lee

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
4012 S. E. 17th Avenue
Portland, Oregon 97202

MINUTES OF MEETING OF NOVEMBER 6, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon was held November 6, 1978 at 10:00 a.m. in the Water Service Building Auditorium, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Ellsworth P. Ingraham, Nellie Fox, James O. Goodwin, Florice Walker.

Management staff
present: E. R. Peter Cass, General Manager; Carolyne Nelson, Bob Prowda, Dennis Chapman, Cliff Alterman, Legal Counsel.

A. APPROVAL OF MINUTES OF OCTOBER 5, 1978.

The minutes of the regular meeting of October 5, 1978 were unanimously approved.

B. GENERAL MANAGER'S REPORT.

Ridership and Revenue Figures. Mr. Prowda, Director of Marketing, stated that the September figures had been incorrectly reported to the Board. The correct figures are: 115,214 average daily ridership, an increase of .9% over September, 1977; revenue was \$975,235, \$20,000 less than originally reported; 15,161 monthly passes were sold, 3% over last September.

Weekday ridership for October averaged 120,485, a decrease of 1.4% from last year, 5.2% under projections. Farebox revenue totaled \$1,080,780, 24.6% above last October and 5.7% under projections. Pass sales totaled 20,349, 4.1% over last year.

Mr. Cass interjected that Tri-Met staff is monitoring the ridership figures closely to determine the principal causes for not reaching projections; the greatest concern is to maintain ridership goals.

Vancouver/Portland Figures. Mr. Prowda reported average weekday, ridership was 887, a 21.8% increase over last year.

The LIFT Report. Dennis Chapman, Special Transportation Coordinator, reported an average daily ridership of 398 and stated that an all-time high had been reached one day of 505. General passenger usage accounted for 55.0% of all trips; taxi usage accounted for 21%. Agency revenues decreased slightly because agencies participating in the brokering of special transportation have increased group usage of the special transportation, thereby lowering the revenue to Tri-Met. The average cost per trip for September was \$6.32; operations costs for September were \$50,000.

Performance Indicator Reports. Carolyn Nelson, Administrative Assistant, presented the following reports for the month of September.

Effectiveness of System. System revenue to operating costs has risen to 30%; the system goal is 32%. The goal for total passengers per vehicle hour of service is 29.5; 26.6 per vehicle hour were carried in September, 1978.

Efficiency of Operations. Transportation Division's absentee rate for the first four months of this fiscal year is 17%, 5% below the same period last year; Maintenance Division's absenteeism for the last two pay periods is 12.3%, and measures are being undertaken to reduce that percentage. As a result of reduced absenteeism in Transportation, unscheduled overtime has been reduced by 38% from the same period last year.

Service Quality. The quality of service provided is measured in number of complaints per thousand riders; the fare increase, some cutbacks in service carried over from June and increased ridership in September all contributed to an increased number of complaints; fewer complaints were directed toward drivers than in the past, and 90 were received on the fare increase.

First Quarter Financial Report. Mr. Cass reported that a favorable net variance of \$664,000 was achieved for the first three months of fiscal 1978-79. This has been accomplished through firm line item control and partially because vendor billings have been slow.

Mr. Ingraham, a member of the Board Finance Committee, commented that Mr. Cass and the department directors were well in control of operating within the budget.

C. CITIZENS ADVISORY COMMITTEE ON TRANSIT ADVERTISING RECOMMENDATION.

Mr. Prowda stated the Citizens Advisory Committee on Transit Advertising was charged with making a recommendation to the Board on whether exterior advertising should be allowed on the buses. Issues to be studied by the Committee were: determination of community attitudes, identification of any legal constraints, determination of revenue potential and applicable research standards.

The Committee, by a 6 - 2 vote, recommended that Tri-Met retain its present policy of disallowance of exterior advertising. This recommendation was based on the decision that the public relations value in using advertising as another source of revenue is not significant in relation to the visual impact to the area. Also taken into consideration is that the implementation of exterior transit advertising would directly conflict with the present trend toward governmental regulation of outdoor advertising to minimize sight pollution.

Mr. Prowda added that, in addition to the Committee majority recommendation, a minority recommendation had also been submitted to the Board which stated that exterior transit advertising should be implemented on a 3-year trial basis.

Dean Gisvold, 1408 Standard Plaza, Portland, Oregon.

Mr. Gisvold, a member of the Citizens Advisory Committee on Transit Advertising who voted in the minority, stated that in the past Seattle Metro had color-coordinated advertising on the buses and that it had not been offensive. The quality of that advertising has diminished in that less control is being exercised presently. If advertising is to be allowed, strict controls should be enforced. Mr. Gisvold felt that liquor, cigarette and political advertising should be prohibited.

Peg Henwood, 2011 N. W. Irving, Portland, Oregon.

Ms. Henwood, the other member of the Citizens Advisory Committee on Transit Advertising voting in the minority, reiterated Mr. Gisvold's comments. She suggested that a legal opinion be secured on the legality of declining certain types of advertising before any decision on the issue is made.

Mr. Goodwin asked whether a committee on color and design review for advertising had been contemplated.

Ms. Henwood replied that if exterior transit advertising were implemented, it would definitely be important that the advertisements compliment the buses.

Ms. Fox asked how the revenue figures had been calculated.

Mr. Prowda answered that a survey had been conducted of 10 transit properties which provided the basic information used in the calculation of net profit.

Mr. Prowda added that a legal opinion obtained several years ago indicated that political advertising can be banned as long as the ban is consistent in declining the advertising of any political candidate or issue.

Cliff Alterman, Legal Counsel, stated that based on the varied outcomes of cases involving a ban on certain types of advertisements, there is no solid assurance that certain types of advertising could be legally excluded.

Mr. Ingraham asked Mr. Gisvold and Ms. Henwood why they would not be in favor of political advertising on the bus.

Mr. Gisvold replied that it is possible that political advertising, whether for a candidate or a measure, may be perceived as having the support of Tri-Met.

Ms. Fox stated that because of the many questions which had been presented to the Board, any decision should be postponed.

Tom Donaca, 1221 S. W. Main, Portland, Oregon.
(Associated Oregon Industries)

Mr. Donaca reiterated Associated Oregon Industries' endorsement of transit advertising. Mr. Donaca stated that it was not relevant to compare the amount to be netted by transit advertising to the total Tri-Met budget inasmuch as the budget includes capital expenditures. An estimated transit advertising income of approximately \$100,000 equals payroll tax on \$16,666,000, or the 20% local funds match on a bus purchase. Mr. Donaca recommended that the Board approve the Committee's minority recommendation, but suggested no political advertising be carried.

John Salisbury, 14645 S. W. Davenport, Portland, Oregon.
(KXL Radio)

Mr. Salisbury said that a poll conducted by GMA and KXL revealed that 69% of those questioned felt that Tri-Met should implement exterior advertising. The income of approximately \$100,000 could assist in the purchase of buses and financing other projects or even to subsidize Tri-Met's own advertising and the salary of the new Public Affairs Director.

Eldon N. Dean, 2642 N. W. Bunkla Vista Terrace, Portland, Oregon.

Mr. Dean testified that there is no reason for Tri-Met to disallow advertising, that over a ten-year period the advertising income would total approximately \$1,850,000. Mr. Dean also stated that Tri-Met should not be entitled to a payroll tax, but should have to ask the voters to approve the tax dollars to be apportioned to Tri-Met.

Mr. Drummond asked Mr. Dean whether he felt that political advertising should be allowed; and Mr. Dean stated it should not.

Thomas R. Dargan, 7132 S. W. Terwilliger Boulevard, Portland, Oregon.
(KATU)

Mr. Dargan advocated transit advertising in order to obtain additional income. He felt that restrictions placed on the type of advertising would cause few or no problems and that Tri-Met would have control. Mr. Dargan also stated that he thought political advertisements should be accepted and that a set of guidelines and policies on advertising should be published to obviate any possible controversies.

Richard Babb, 5529 S. E. Morrison, Portland, Oregon.
(Portland Advertising Federation, Portland Association of Advertising Agencies and Oregon Chapter of the American Association of Advertising Agencies)

Mr. Babb stated that transit advertising is a legitimate form of advertising and that Tri-Met, a public agency, should take advantage of this opportunity for additional revenue.

Ms. Fox asked how Mr. Babb's agency controlled the quality of advertisements.

Mr. Babb replied that his agency maintained only high-quality clients and stated that their media output is strictly self-regulated.

Mr. Drummond asked Mr. Babb whether he felt that political advertising should be allowed; and Mr. Babb stated it should not.

Alex Pierce, 405 N. W. 18th, Portland, Oregon.
(Oregon Roadside Council)

Mr. Pierce said that because of Tri-Met's concern with its image, as evidenced in the high quality design of shelters and the new Transit Mall, it is incongruous that buses should carry advertising. Also, since buses travel through residential areas as well as the downtown area, and since outdoor advertising is not allowed in residential areas. Portland is a major convention city, much so because of its beauty, and the impact of transit advertising is likely to remain with visitors long after their stay. It is, therefore, Tri-Met's responsibility to maintain the visual standards it has sustained to the present time.

Dr. Lawrence Griffith, 4839 N. E. 42nd Street, Portland, Oregon.

Dr. Griffith stated that Tri-Met should allow exterior transit advertising in order to obtain additional revenue to a deficit situation. He also said that the dollar amount of transit advertising should not be compared to the overall budget or that any form of revenue should be refused.

Mr. Drummond asked Dr. Griffith whether he felt that political advertising should be allowed; and Dr. Griffith stated it should not.

There being no other members of the audience who wished to testify on the advertising issue, Mr. Drummond announced the subject would be discussed again at the December Board Meeting on receipt of an updated legal opinion on the legality of screening and refusing certain types of advertising.

D. ORDINANCE NO. 64, AN ORDINANCE ESTABLISHING FARES AND CONSOLIDATING PREVIOUS FARE ORDINANCES, AND DECLARING AN EMERGENCY.

Mr. Drummond read the title of the proposed Ordinance No. 64 and announced that copies of the proposed Ordinance were available in the offices of Tri-Met.

Mr. Cass stated the purpose of this Ordinance was to incorporate all fares within one ordinance instead of carrying several in the records with each regulating a particular type of fare. Mr. Cass also remarked that special attention should be focused on Part III - Special Service Fares, and especially on Items 15 and 16 dealing with Portland Meadows and Multnomah Kennel Club.

Ms. Walker asked how Ordinance 64 differed from previous fare ordinances treatment of Portland Meadows and Multnomah Kennel Club.

Mr. Cass replied that, in essence, it was the same and that the special fares for these destinations were the same as those charged last year and that the individual fares had been determined by Tri-Met's operating costs.

Mr. Drummond noted that this seemed to be the only instance in which fares were determined by direct operating costs.

Mr. Prowda distributed the 1977-78 passenger and cost statistics to the Board members which are attached to these minutes.

George Dewey
(Multnomah Kennel Club)

Mr. Dewey stated that fares to Multnomah Kennel Club and Portland Meadows should be considered individually and on the merits of each. He also stated that in one year fares had been doubled from \$0.75 to \$1.50 for a one-way trip, and that this special fare is unfair to an employer who not only supports Tri-Met through payroll taxes, but provides a Park & Ride at no cost to Tri-Met. In addition, it is unfair to the riding public, especially so in that many of the patrons who ride the bus to their businesses are senior citizens. Due to the increased fares, ridership to these events has decreased substantially.

Arthur McFadden
(Portland Meadows)

Mr. McFadden stated that Portland Meadows figures, as well as Tri-Met's,

illustrate that attendance at the track, as well as ridership to the track, were drastically reduced at the time of the fare increase. He indicated that many attendees at the track were on fixed incomes and the bus was the only transportation available for that class. Mr. McFadden requested that a reduction in fares be made to no more than \$1.00 per trip, but the inequity would still exist in that Tri-Met provides special, seasonal service to the County Fair which is further from downtown than the two race tracks, yet only charges the regular fares.

Ms. Fox asked how many people were employed by the two tracks and if many of them rode the bus.

Mr. McFadden replied that between the race track and the concession company 500 persons are employed in addition to 2,800 other individuals employed on the premises and that many do ride the bus.

Mr. Dewey stated they employed approximately 600 part-time employees and 10 full-time employees and that a good share ride the bus.

Mr. Cass pointed out that the issue was whether or not the race track service should be defined as "special service." This is considered special service and has a lower priority than other services provided on the special service basis. Fares for special service are usually set in direct relation to operating costs.

Mr. Dewey pointed out that additional issues involved were entertainment, support for two industries who pay taxes and the fact that the parking lot on the track premises has been provided for Tri-Met use at no cost to Tri-Met.

Ms. Fox asked how the special fares related to the zone fare throughout the rest of the system.

Mr. Cass replied that under the regular fare system, the one-way fare would be \$0.45 to Portland Meadows and the \$0.65 to Multnomah Kennel Club.

Mr. Dewey requested the fares be set at \$1.00 per trip and that Senior Citizen fares be honored.

Mr. Ingraham stated that allowance of Senior Citizens cards on special service would be too costly to Tri-Met, but suggested that a compromise be worked out on a mid-level fare with no special treatment for Senior Citizens.

Mr. McFadden counterproposed a \$0.75 fare for Portland Meadows and \$1.00 for Multnomah Kennel Club with no special treatment of senior citizens.

Ms. Fox moved and Mr. Ingraham seconded that that portion of Ordinance No. 64 be amended to set the one-way fares at \$0.75 for Portland Meadows and \$1.00 for Multnomah Kennel Club.

Mr. Drummond called for a roll call vote on the amendment.

Voting aye: Ingraham, Fox, Drummond, Walker and Goodwin.

Voting nay: None.

Mr. Drummond directed Tri-Met staff to present the amended Ordinance at the December Board Meeting.

E. APPROVAL OF REVISED TRI-MET BOARD POLICIES.

Discussion and approval of the Revised Tri-Met Board Policies was postponed to the December, 1978 Board Meeting.

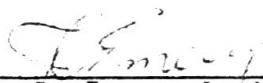
F. BANFIELD DECISIONS STATUS.

The report on the Banfield Decisions Status was postponed.

G. PUBLIC FORUM.

None.

There being no further business the meeting was adjourned.



J. D. Emery, Assistant Secretary

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON
4012 S. E. 17th Avenue
Portland, Oregon 97202

MINUTES OF MEETING OF DECEMBER 11, 1978

The regular monthly meeting of the Board of Directors of Tri-County Metropolitan Transportation District of Oregon (Tri-Met) was held December 11, 1978 at 10:00 a.m. in the Water Service Building Auditorium, 1800 S. W. Sixth Avenue, Portland, Oregon.

Directors present: Gerard K. Drummond, President, presiding; Ellsworth P. Ingraham, Nellie Fox, James O. Goodwin, Florice Walker, and Robert Murray.

Management staff
present: E. R. Peter Cass, General Manager; Carolyn Nelson, Bob Prowda, Dennis Chapman, J. D. Emery, Paul N. Bay, James E. Cowen, and Clifford Alterman, Legal Counsel.

A. APPROVAL OF MINUTES OF NOVEMBER 6, 1978.

The minutes of the regular meeting of November 6, 1978 were unanimously approved.

B. GENERAL MANAGER'S REPORT.

Ridership and Revenue Report. Mr. Prowda, Director of Marketing, stated that originating weekday ridership averaged 125,963 in November, 2.1% over November, 1977 and 1.8% under projected ridership. The increase is due predominantly to the three snow days preceding Thanksgiving which averaged an additional 13,500 riders per day, with ridership reaching a total of 135,000 on one day.

Farebox revenue totaled \$1,080,158, an increase of 25% over November, 1977.

Monthly pass sales totalled 22,143; 12.5% more than were sold a year ago and 9% more than were sold in October in spite of the fact that there were fewer weekdays in November than October; 12,488 \$16 passes were sold, 7,540 \$20 passes, and 2,115 youth passes.

Vancouver/Portland Report. Mr. Prowda reported average weekday ridership was 910; and during the snow days, ridership was over 1,000 per day. Ninety-one Vancouver passes were sold at a price of \$27.

The LIFT Report. Dennis Chapman, Special Transportation Coordinator, reported an average daily ridership of 414. Because the LIFT did not operate on the snow days, total trips provided dropped to 7,038. General passenger usage increased to 56%; taxi usage increased to 23% of total trips. Agency-sponsored revenue of \$9,000 and passengers per vehicle hour of 3.4 remained at the October level. Operations costs totalled \$56,286 and the average cost per trip increased slightly in October to \$6.41. The cost per taxi trip was \$5.59 compared to \$6.63 on the LIFT buses in November.

Mr. Chapman also reported that Tri-Met had requested approval from the Urban Mass Transportation Administration (UMTA) to extend the LIFT demonstration period from December 31, 1978 through June 30, 1979; UMTA granted approval in order that the LIFT could utilize the \$150,000 in unused grant funds awarded for this demonstration project. Because taxi utilization is more cost-effective than the LIFT buses, a condition was placed by UMTA on the approval that taxi utilization be increased from \$55,000 per year to \$100,000. This condition of the extension approval was conveyed to Local 757 of the Amalgamated Transit Union whose approval was received in November.

Mr. Chapman also stated that a policy document would be prepared for the Board's consideration on continuation of The LIFT after June 30, 1979.

Mr. Cass informed the Board that UMTA had published a report on the LIFT operation covering a one-year period, and that this report is available to anyone who wishes to read it.

Mr. Ingraham asked whether the policy statement would include an analysis of alternate forms of transportation for the handicapped.

Mr. Chapman stated it would include such an analysis to determine the most appropriate and cost-effective mode.

Performance Indicator Reports. Carolyne Nelson, Administrative Assistant, presented the following reports for the month of October and November.

Mrs. Nelson stated that the Performance Indicator figures to be presented reflected the last two months' operations except where cost factors are involved, as November costs were not yet available.

System Effectiveness. System revenue to operating costs for October has risen to 33.2%; the system goal is 32%. The goal for total passengers per vehicle hour of service is 29.5; 29.1 per vehicle hour were carried in November.

Operations Efficiency. The system operating cost per vehicle hour for October was \$27, with the goal being \$28.20. The absentee rate for November increased slightly over October's rate, but represents a substantial improvement over November of last year. Unscheduled overtime, as a percentage of regular pay

hours, increased slightly in November, but is also a significant improvement over last year.

Service Quality. The quality of service provided is measured in number of complaints per thousand riders, which is still high at .34, but declining each month.

Mr. Ingraham asked whether programs created to reduce absenteeism were still being implemented.

Mr. Cass replied that the programs continued to be in effect and that the probable major cause of the absenteeism increase in November is that Union employees' eligibility for sick pay for the year again becomes available on November 1. Mr. Cass also emphasized that as a result of stricter controls on absenteeism, this year's rate was well below that of the previous year.

C. ORDINANCE NO. 64, AN ORDINANCE ESTABLISHING FARES AND CONSOLIDATING PREVIOUS FARE ORDINANCES, AND DECLARING AN EMERGENCY.

Mr. Drummond read the title of the proposed Ordinance No. 64 and announced that copies of the proposed Ordinance were available in the offices of Tri-Met, as well as being available at the meeting.

Mr. Drummond stated that Ordinance No. 64 was being presented to the Board for a second time in order that several amendments approved by the Board at the November 6 Board meeting could be incorporated, thereby establishing all of the current fares within one ordinance.

Mr. Murray moved and Mr. Ingraham seconded for approval of Ordinance No. 64; Mr. Drummond called for a roll call vote.

Voting aye: Fox, Murray, Ingraham, Drummond, Walker and Goodwin.

Voting nay: None.

D. APPROVAL OF REVISED TRI-MET BOARD POLICIES.

Mr. J. D. Emery, Director of Finance, stated that at the formation of Tri-Met under ORS 267, Tri-Met was empowered to purchase and contract for materials and services for the purpose of providing or operating a mass transit district. The Statement of Tri-Met Board Policies further defines this authority and the procedures required for such expenditures according to amount and nature of the purchase. In 1977, ORS 279, Public Contracts and Purchasing, was revised; and a revised Statement of Tri-Met Board Policies is submitted to the Board for approval.

The principal changes to the Statement are found in Item 7:

- 7.a. To comply with ORS 279, Public Contracts and Purchasing, Board Policy will be that of strict adherence to this Statute.

- 7.b. Because the Urban Mass Transportation Administration is a significant source of funds and has its own set of requirements, Board Policy will be that of compliance with the most stringent requirements of ORS 279 and UMTA.
- 7.c. Under old procedures, purchases between \$1,000 and \$5,000 could be made without formal written bids; purchases over \$5,000 required written bids. ORS 279 now requires that purchases of \$500 to \$5,000 must be preceded by three oral bids and Board Policy is that of compliance with this Statute.

Mr. Ingraham asked if there were any conflicts that have become evident between UMTA regulations and Oregon law.

Mr. Emery replied that there would be no problem in complying with both Oregon law and UMTA regulations.

Mr. Drummond asked for a motion to approve the Statement of Tri-Met Board Policies as presented.

Mr. Ingraham moved to approve the Statement and Ms. Fox seconded the motion. There being no further discussion, the motion was unanimously approved.

E. WEST SIDE SERVICE PLAN.

Mr. Cass stated that in Tri-Met's ongoing programs to maximize service at minimum costs, scheduling and routing improvements to an increasing number of potential riders are being achieved. Presently, much of the service is east-west, with only a few north-south lines in operation. On the East Side of the river, increased north-south routes would be instrumental in providing connections with the proposed Banfield Transitway Project.

In order to maximize service and increase ridership on the West Side, Tri-Met staff is today making a recommendation for those potential riders who want to travel within the West Side without the inconvenience of riding to Portland and having to transfer.

Mr. Paul Bay, Executive Director of Planning and Development added that the basic West Side problem is that service is downtown-oriented, with peak-period buses loaded to capacity, while off-peak buses do not carry heavy loads. The West Side Service Plan being recommended to the Board is expected to: (1) improve local West Side service, especially between West Side destinations; (2) maintain the present downtown Portland service from the West Side; and (3) increase total ridership on the West Side to attain more passengers per bus, per bus hour, per driver hour.

To achieve improved West Side service, two timed-transfer centers will be established - one on the Tualatin Valley Highway in Beaverton, and the other on the Sunset Highway near Cedar Hills. Schedules would be arranged in such a manner that buses would arrive and depart at given times during the day, assuring riders that the transfer bus would be there upon their arrivals.

Construction costs for the two timed-transfer centers would approximate \$160,000. Operating costs for present routes which would be affected are currently \$5,000,000 annually. Three alternative service plans have been developed in this Recommendation:

1. "A". Basic route structure plus all peak hour routes. Trunk and local lines would operate during midday and evening hours at 30-minute intervals. Saturday and Sunday service would be provided on all local and trunk routes. Cost: \$7,000,000 annually.
2. "B". Basic route structure plus two peak hour routes. All trunk and local routes would operate during evening hours at 30 or 60 minute intervals. Saturday service would be provided on all routes with Sunday service provided primarily on trunk routes. Cost: \$5,700,000 annually.
3. "C". Basic route structure plus one peak hour route. All trunk and local routes would operate during midday hours. Evening, Saturday and Sunday service would be provided primarily on trunk routes. Cost: \$5,000,000 annually.

Mr. Bay added that right now the total West Side service represents about 12½% of the total system operating costs and produces about 10% of the total system ridership.

A comprehensive public involvement program has been formulated in order to provide specific information to the public; and three public hearings have been scheduled to receive public input. After the results of the public hearings have been tabulated, the Tri-Met Board will make a decision on implementation of the West Side Service Plan at the March, 1979 Board Meeting.

Ms. Fox asked specifically where the proposed timed-transfer center in Beaverton would be located and whether serious traffic problems were anticipated in that Beaverton arteries are heavily congested.

Mr. Bay explained the location would be Lombard Street, immediately adjacent to the present Beaverton Park & Ride. Lombard is a wide street with ample space to park buses on both sides of the street; however some modifications would be made with the assistance of the City of Beaverton engineering staff in defining exactly what the re-

quirements are. The Beaverton streets west of that location are even more heavily congested resulting in the Lombard Street recommendation.

Mr. Cass noted that east Washington County had a large number of people who live and work in the area and that this West Side Service recommendation is being made to service the greatest number of people with existing resources.

F. CONSIDERATION OF TRANSIT ADVERTISING.

Mr. Drummond stated that the decision on implementation of transit advertising had been deferred from the November, 1978 Board Meeting in order to obtain an opinion on the legality of controlling the nature and content of the advertising. That legal opinion has since been received, and it is counsel's opinion that political advertising can be limited or prohibited, but that there is virutally no ability available in control of the content and type of commercial advertising accepted.

Mr. Ingraham asked why Tri-Met would want to prohibit political advertising.

Ms. Fox replied that political advertising may be perceived as implied endorsement.

Mr. Drummond added that the two minority members of the Citizens Advisory Committee on Transit Advertising who voted to reinstitute transit advertising stipulated that their vote was contingent upon the ability to exclude political advertising.

Mr. Goodwin asked why the number of advertisements was limited to three per bus and if revenue would be greater if more were allowed.

Mr. Prowda replied that salability is greater when the larger sign spaces are offered with one on each side and one on the rear of the bus.

Mr. Murray asked what types of signs other transit agencies used.

Mr. Prowda answered that most transit agencies used three, one on each side and one on the end.

Mr. Drummond asked what the logistics would be to reinstitute transit advertising.

Mr. Prowda said a Request for Proposals would be issued and an evaluation team to assess proposals would be organized, with the team's recommendation being submitted to the Board for a decision on a contract. Typical contracts include a minimum guarantee and approximately 50% of the gross revenue. It could also pro-

vide specific information on any possible differences in the amount of revenue between limiting the advertising to three signs per bus and allowing more smaller signs.

Mr. Cass reported to the Board that Tri-Met had been contacted by the Oregon Transit Advertising Company, expressing an interest in entering into a contract to do interior-only as well as exterior advertising.

Mr. Drummond called for public testimony.

Daryl Fleck, 1208 S. W. 13th, Portland, Oregon
(Oregon Transit Advertising Company)

Mr. Fleck stated that he agreed with the stipulations set forth in the Resolution on advertising, and indicated his company's willingness to do exterior and/or interior transit advertising for Tri-Met. His calculations indicate that interior advertising could generate approximately \$100,000 annually and that interior and exterior would generate between \$200,000 and \$250,000 annually.

Mr. Drummond asked whether more, smaller exterior signs would have a significant impact on revenue.

Mr. Fleck replied that revenue is directly connected to the size of the sign.

Mr. Ingraham asked if front advertising were feasible.

Mr. Fleck answered that front signs had low visibility and did not have high salability.

Mr. Murray asked who had the responsibility for maintaining cleanliness of rear signs.

Mr. Fleck said that the staff of Oregon Transit Advertising Company would be responsible and that the materials available for exterior signs is very durable.

Ms. Walker asked how difficult the mechanics would be of limiting the placement of one liquor advertisement and one cigarette advertisement on each bus.

Mr. Fleck responded his staff could not see any problems with this restriction.

Mr. Drummond asked Mr. Alterman if he were correct in assuming that advertising of certain products or services not generally acceptable would have to be carried as long as the advertisement itself was not obscene.

Mr. Alterman replied that that assumption was correct.

Mr. Fleck also stated that the good public relations to be achieved by reinstating advertising to gain additional revenue would be significant. Tri-Met would also be able to use unutilized space for its own promotions.

Leanne MacColl, 2620 S. W. Georgian Place, Portland, Oregon

Ms. MacColl, who served on the Citizens Advisory Committee on Transit Advertising, stated that information reviewed by the Committee indicated that interior-only advertising was not profitable. It was also possible, if advertising were reinstated, that cigarette and liquor advertisements may alienate a great body of people heretofore not Tri-Met critics.

Mr. Drummond stated there may be some question as to the legality of exposing some types of advertising to a captive audience, the passengers.

Mr. Alterman replied that exterior advertising was totally subject to commercial free speech, but the interior could possibly be subject to some regulation because of the captive audience aspect.

Eileen McCartney, 4815 S. W. 149th, Beaverton, Oregon

Ms. McCartney, a regular rider, stated that everyone she had spoken with was not in favor of transit advertising and that it would be esthetically repulsive. Because the projected revenue from advertising is minimal compared to the overall budget, Ms. McCartney said she did not understand why it was being considered.

Ms. Walker, who attended each of the fare hearings, stated that the public testimony in favor of advertising was in the majority.

Tri-Met buses are attractive, the Mall is attractive and advertising would destroy the esthetics, Ms. McCartney stated.

Ms. Fox mentioned that reinstatement of transit advertising in order to obtain all possible revenue would be viewed favorably by the Oregon State Legislature.

Mr. Drummond reiterated that it was critical to utilize any legitimate source of income because requests made to the 1979 Oregon State Legislature may not be given the serious consideration they deserve if other, however minimal, sources of revenue have been ignored.

Ms. Walker moved that No. 3f of the Resolution Authorizing the General Manager of the Tri-County Metropolitan Transportation District of

Oregon (Tri-Met) to Seek Proposals to Sell, Place and Maintain Advertising on the Exterior and Interior of Tri-Met Buses be amended to read:

"f. That the graphic style and form and advertising content be of the highest quality and taste."

Mr. Goodwin seconded the motion and the vote in favor of the amendment was unanimous.

Ms. Fox moved and Mr. Murray seconded the Resolution be adopted; Mr. Drummond called for a vote.

Voting aye: Fox, Murray, Ingraham, Drummond, Walker and Goodwin.

Voting nay: None.

G. PUBLIC FORUM.

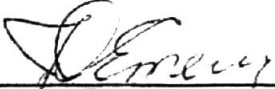
Leanne MacColl, 2620 S. W. Georgian Place, Portland, Oregon

Ms. MacColl expressed concern over Tri-Met's rising operating costs. Every effort should be made to insure that bus driver efficiency is maximized by increasing the ratio of split shifts to straight shifts and hiring part-time drivers for peak hours.

Walter M. Mason, 11905 S. W. Belvidere Place, Portland, Oregon

Mr. Mason stated he favored transit advertising. Mr. Mason also listed some of his work with transit agencies and transit conferences he has attended and reminded the Board he would be happy to work with Tri-Met as a consultant on how Tri-Met buses can be adapted to conform to the 504 Regulation.

There being no further business, the meeting was adjourned.



J. D. Emery, Assistant Secretary