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8-9-1979

## Meeting Notes 1979-08-09

Joint Policy Advisory Committee on Transportation

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## Agenda

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Date: August 9, 1979

Day: Thursday

Time: 7:30 AM

Place: Elmers Pancake House\*\*  
3455 SW Cedar Hills Blvd (in the Beaverton Mall)

PROPOSED AGENDA: (Action requested unless otherwise noted)

- \* 1. Multnomah County - Functional Classification Changes to the Interim Transportation Plan (ITP)
- \*# 2. Transportation Improvement Program (TIP) & Air Quality Consistency Statement
- \* 3. Unified Work Program Amendments
- \*# 4. Cost Overruns
- \* 5. Metropolitan Planning Organization (MPO) Designation
- 6. Goals and Objectives - Status Report

\*\*Please RSVP to Karen Thackston, 221-1646 by 12 NOON, Wednesday, August 8.

\*material enclosed

#material available at meeting

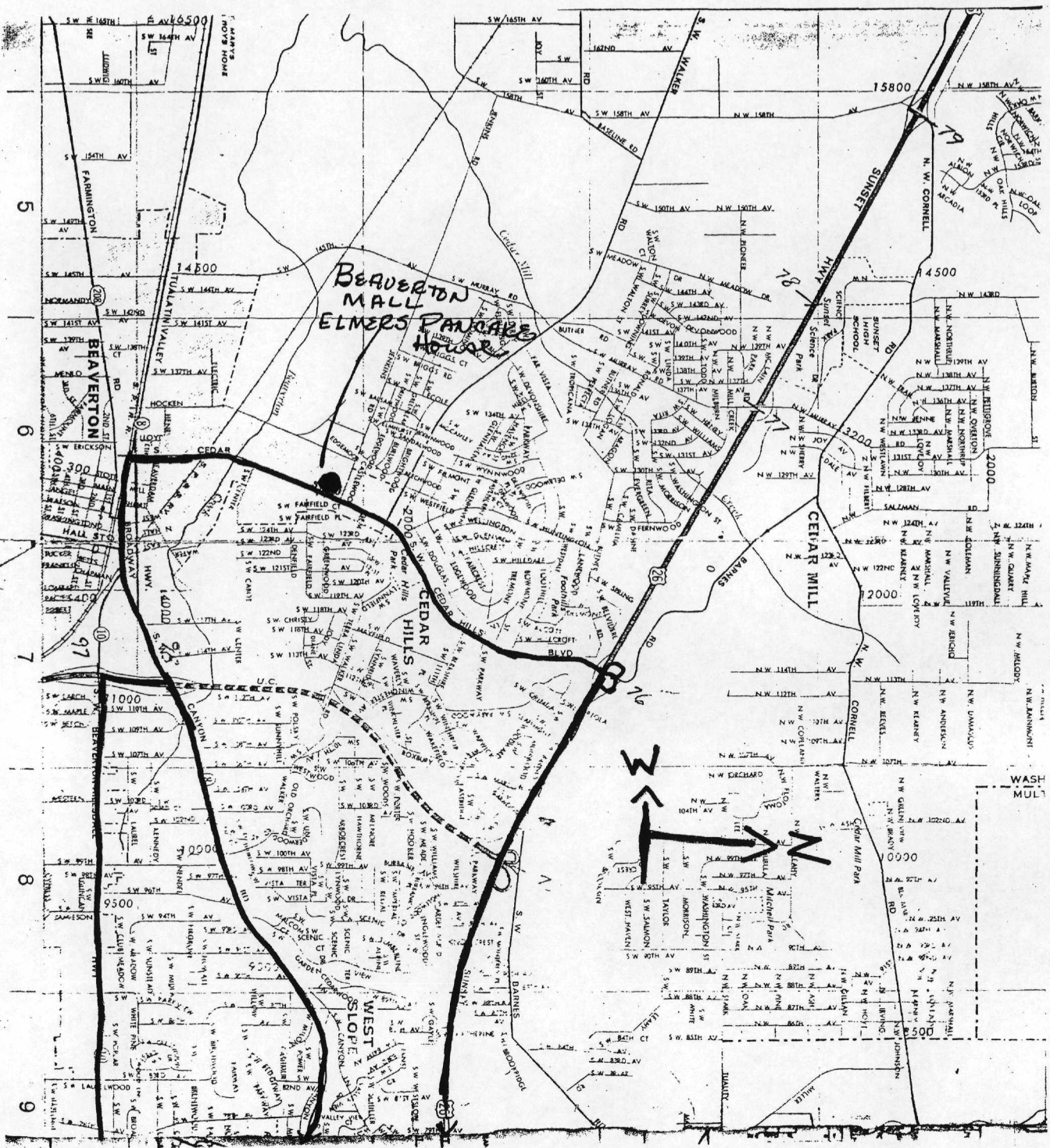
COMMITTEE MEETING TITLE JPACT

DATE 8-9-79

NAME

AFFILIATION

NAME	AFFILIATION
DICK CARROLL	WADOT
JOHN FRENING	TRI-MET
Donald E Clark	Mult Co. Oreg.
Al MYERS, Mayor	GRESHAM
Betty Schedeen	M.S.D. Councilor
Charlie Williamson	" "
Wm. Ockert	MSD
Donna Stuber	MSD Council
LARRY COLE	BEAVERTON City Council
KENIE MUNCH	CITY OF PORTLAND
Ted Spence	ODOT
Bill Young	DEQ
Conita Kearney	Clark Co.
LLOYD ANDERSON	PORT OF PORTLAND
Dick Arenz	FHWA
Bebe Rucker	Mult. Co
Bill Ratti	MSD
Mike Borresen	Wash. County Public Works
CUYDE DOCTOR	MULT CO.
Deanna Mueller-Crispin	Portland liaison - MSD
BOB AAS	MSD
Ken Johnson	Port of Portland
JOHN MACGREGOR	PORT OF PORTLAND
PAUL BAY	TRI-MET
Karen Chackston	MSD



TO PORTLAND

## *Agenda*

*Date:* August 9, 1979  
*Day:* Thursday  
*Time:* 7:30 AM  
*Place:* Elmer's Pancake House  
Beaverton, Oregon

1. CHANGES TO THE INTERIM TRANSPORTATION PLAN (ITP)

Major Issue:

Designated function (i.e., traffic service vs. land access) of various highways in Multnomah County.

TPAC Concerns

- A. Should the federal functional classification designation be changed in addition to the ITP? Response: Yes, both should be changed to ensure consistency.
- B. Can the differences between designation in the ITP and jurisdictional plan be resolved before the Regional Plan is adopted? Response: Staff will be working over the next six months to resolve as many of the differences as possible.

TPAC & Staff Recommendation

Approve and forward to the Council the amended Staff Report and resolution.

2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AIR QUALITY CONSISTENCY STATEMENT

Major Issue:

Adoption of the TIP and Air Quality Consistency Statement will ensure continued federal project funding after October 1.

TPAC Concerns:

- A. If more sophisticated air quality analyses are underway on a project, should not the information generated in these analyses be noted rather than the information produced in the MSD sketch analysis? Response: Yes. This information would have much more validity.

- B. Is there an overall statement as to the consistency of the TIP with the air quality plan? Response: No, the analysis examined the relationship of individual projects in the TIP with the air quality plan, in order to flag potential problems which should be evaluated in project development activities.
- C. If the MSD analysis concludes that a project is consistent, why would ODOT and FHWA require further air quality studies? Response: The Determination of Consistency is a very cursory analysis of the air quality affects of each project and only flags potential problems. A more sophisticated review on a project by project basis would be needed before a decision could be made as to whether further air quality analyses are necessary.

TPAC & Staff Recommendation

Approve and forward to Council the TIP and an amended Air Quality Determination of Consistency (in cases where air quality analyses are complete or underway as part of project development activities, such a statement would be made rather than showing the findings of the MSD sketch analysis).

3. UNIFIED WORK PROGRAM AMENDMENTS

Major Issue:

Response to concerns of the Urban Mass Transportation Administration

TPAC Concerns:

- A. Have these amendments been worked out to the satisfaction of Clark County RPC and Tri-Met? Response: Yes, staff met with both agencies to reach agreement.

TPAC & Staff Recommendation

Approve and forward to the Council.

4. COST INCREASES

Major Issue:

How to manage federal funds included in the Federal Aid Urban (FAU) (outside Portland) category. Nine increases in cost authorizations totaling over \$4.4 million have been requested. These compare with an unobligated funding balance of just over \$2 million.

TPAC Concerns:

- A. Projects ready to to to bid should not be held up.
- B. Further discussions with local jurisdictions are needed to review the policy options available to the Council.

TPAC & Staff Recommendation

Approve and forward to the Council the cost increases on Greenburg Road and Scholls Ferry/Allen because both projects are about ready to go to bid. Call a meeting with affected jurisdictions to discuss the problem and policy options.

5. MPO DESIGNATION

Major Issue:

Continued role of MSD as the Metropolitan Planning Organization (MPO), A-95 Clearinghouse and Air Quality Lead Agency.

TPAC Concerns:

That a time frame for the designation be specified.

TPAC Recommendation

Approve and forward to Council a recommendation that the Governor of Oregon be requested to designate MSD as the MPO, A-95 Clearinghouse, and lead agency for Air Quality for two years.

6. CITIZEN INVOLVEMENT

Major Issue:

How citizens are to be involved in TPAC and other MSD studies.

Transportation Committee Recommendation

Appoint five citizen members to TPAC. Establish citizen advisory task forces to advise on the Westside Alternatives Analysis Study and the McLoughlin Corridor Alternatives Analysis Study.

## MEETING REPORT

DATE OF MEETING: July 12, 1979

GROUP: Joint Policy Advisory Committee on Transportation (JPACT)

### PERSONS IN

ATTENDANCE: Charlie Williamson, Chairperson, Donna Stuhr, Caroline Miller, Betty Schedeen, Dick Carroll, WSDOT; Bob Bothman, ODOT; John Frewing, Tri-Met; Jim Fisher, Washington Co; Larry Cole, Beaverton; Al Myers, Gresham; Don Clark, Multnomah Co; Rose Besserman, Vancouver; Connie Kearney, Clark Co.

Staff: Bill Ockert, Paul Bay, Ann Batson, Ken Johnsen, Ted Spence, Mike Borresen, John MacGregor, Alan Harvey, Ed Murphy, Gerald Edwards, Frank Angelo, Bob Haas, Deanna Mueller-Crispin, Gary Spanovich, Steve Siegel, Karen Thackston.

MEDIA: None

### SUMMARY: 1. CORRIDOR PRIORITIES

Steve Siegel explained the findings of the corridor studies and the recommendations. Dick Carroll commented that the recommendations in the North Corridor stop at the Columbia River and that it is incumbent on Clark County/Vancouver to begin their work to prepare a plan to meet the federal requirements. Connie Kearney stated that RPC would be working on the plan and would have recommendations.

Donna Stuhr moved and was seconded to approve the staff recommendations and forward to the Council for adoption, with the proviso that staff work with Washington jurisdictions regarding Washington Corridor recommendations and report back to JPACT if changes or other study are indicated. Motion adopted unanimously.

### 2. SCREENING PROCESS FOR THE MSD RESERVE

The screening process applied to the 88 suggested problem areas was explained by Gary Spanovich. TPAC action was to approve the 22 identified problem areas with two additions: 1) include the purchase of buses with the understanding that the city of Portland consider using part of the city reserve to participate and 2) include 257th Avenue. Staff agreed that bus purchases should be studied as long as the city of Portland was willing to consider participating in their purchase as part of the city I-505 reserve.

Staff recommended against the addition of 257th as a separate problem area primarily because it does not meet the adopted criteria and because there are other similar problem areas which were eliminated for the same reasons.



Ed Murphy, Troutdale, said 257th would tie the E. County cities and is meant as a north-south regional corridor. He felt that the E. County Transportation Committee needed time to study the options of responding to the north-south problems and make a recommendation to MSD.

Don Clark stated that the Multnomah County Comprehensive Plan shows 257th as a major arterial and that a decision on 257th should be left open until the E. County Committee does further study.

Paul Bay, Tri-Met stated that his staff had studied the two areas (242nd & 257th) and would support leaving 257th open as a means to respond to the north-south circulation problems including access to the Mt. Hood Community College.

Charlie Williamson asked if there were other jurisdictions with similar situations. Dean Cole, responded that they felt 158th was in the same situation, where two options (158th & Murray potentially respond to the same problem). Bill Ockert pointed out that the same situation exists in Clackamas County where two options (Railroad Ave/Harmony and Harrison/King) could potentially respond to the same corridor problems. He suggested that to be consistent all three situations should be studied. He pointed out that these additions would add to the staff effort and time table for completing the analysis.

Don Clark moved and was seconded to endorse the staff recommendations (including the addition of bus purchases) provided that the options in three of the problem areas not be narrowed down at this time (i.e., 242nd and 257th would be options in the east-west problem areas between Gresham and Troutdale, 158th and Murray would be options in responding to north-south problems in the Beaverton area, and Railroad/Harmony and Harrison/King would be options in responding to east-west problems in the Milwaukie area). Motion adopted unanimously.

### 3. EVALUATION OF HWY 43 AT MARYLHURST EDUCATION CENTER

Staff explained the process for the proposed signal and the recommendation to send the report to ODOT. Several members commented on the number of other locations needing signals. Charlie Williamson felt something more should be done.

Don Clark moved and was seconded to approve the staff recommendations and forward it to the Council. Motion adopted with one dissenting (Williamson).

4. AMENDMENTS TO THE MSD RESERVE CRITERIA

Bill Ockert stated that the Council had returned the criteria amendments to TPAC and JPACT with direction to do more work on them. TPAC accepted the staff recommendation to approve 1, 2 (with the addition of a financial statement) 5 and 6.

JPACT discussion covered items 7 and 8 and the fact that they would be an incentive to the jurisdictions to do more on their own and a way of stretching the withdrawal funds.

Staff indicated that items 7 and 8 would be used as a measure in the problem area evaluation and JPACT would have to decide their importance when they make the funding decisions.

Jim Fisher moved and was seconded to approve criteria amendments 1, 2 (with inclusion of the financial statement) 5, 6, 7 and 8. Motion passed unanimously.

5. GOALS & OBJECTIVES

Jennifer Sims requested a JPACT workshop to review the goals and objectives for transportation, energy and air quality. Purpose of the workshop will be to revise the existing goals and objectives and to meet the ORS.268 requirements.

The workshop was set for Tuesday, July 24, at 5:30 pm.

6. TIP & TSME AMENDMENT - PORTLAND OVERLAY PROJECT

Bill Ockert stated that JPACT will need to decide whether criteria will be established for the city of Portland Reserve.

Don Clark moved and was seconded to approve the amendment. Motion passed unanimously.

7. TIP & TSME AMENDMENT - I-5 N

Caroline Miller questioned public acceptance of ramp metering. Bob Bothman explained the state's plan for citizen involvement.

Don Clark moved and was seconded to approve the amendment. Motion passed with one dissenting vote (Miller).

8. PROSPECTUS/MEMORANDUM OF UNDERSTANDING W/CLARK CO RPC

The updated Prospectus is required for federal certification. The only change requested was that RPC have membership on TPAC.

Dean Cole moved and was seconded to approve the Prospectus, including RPC membership on TPAC and forward to the Council for adoption. Motion passed unanimously.

9. REAFFIRMATION OF I-505 WITHDRAWAL

FHWA has requested that MSD reaffirm the CRAG action of withdrawing the I-505 freeway.

Dick Carroll moved and was seconded to reaffirm the I-505 withdrawal and forward to the Council for approval. Motion passed unanimously.

## MEETING REPORT

DATE OF MEETING: July 12, 1979

GROUP: Joint Policy Advisory Committee on Transportation (JPACT)

### PERSONS IN

ATTENDANCE: Charlie Williamson, Chairperson, Donna Stuhr, Caroline Miller, Betty Schedeen, Dick Carroll, WSDOT; Bob Bothman, ODOT; John Frewing, Tri-Met; Jim Fisher, Washington Co; Larry Cole, Beaverton; Al Myers, Gresham; Don Clark, Multnomah Co; Rose Besserman, Vancouver; Connie Kearney, Clark Co.

Staff: Bill Ockert, Paul Bay, Ann Batson, Ken Johnsen, Ted Spence, Mike Borresen, John MacGregor, Alan Harvey, Ed Murphy, Gerald Edwards, Frank Angelo, Bob Haas, Deanna Mueller-Crispin, Gary Spanovich, Steve Siegel, Karen Thackston.

MEDIA: None

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Steve Siegel explained the findings of the corridor studies and the recommendations. Dick Carroll commented that the recommendations in the North Corridor stop at the Columbia River and that it is incumbent on Clark County/Vancouver to begin their work to prepare a plan to meet the federal requirements. Connie Kearney stated that RPC would be working on the plan and would have recommendations.

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9. REAFFIRMATION OF I-505 WITHDRAWAL

FHWA has requested that MSD reaffirm the CRAG action of withdrawing the I-505 freeway.

Dick Carroll moved and was seconded to reaffirm the I-505 withdrawal and forward to the Council for approval. Motion passed unanimously.

## MEETING REPORT

DATE OF MEETING: June 14, 1979

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation

PERSONS IN ATTENDANCE: MSD Councilors Williamson, Miller, Stuhr and Schedeen, Dick Carroll, Com. Connie Kearney, Councilman Larry Cole, Lloyd Anderson

Ted Spence, Connie Cleaton, Ken Rose, Ken Johnson, Dick Arenz, Frank Angelo, Lynn Dingler

MSD staff members Bill Ockert, Terry Waldele, Keith Lawton, Gary Spanovich, and Karen Thackston

MEDIA: None

### SUMMARY:

#### General Announcements:

Coun. Williamson has received numerous letters requesting a traffic signal at Marylhurst College. Staff should have a recommendation in July.

#### 1. Candidate Problems for MSD Reserve

The candidate problem list was prepared at JPACT's request. Staff has worked with jurisdictional staffs to identify problems. JPACT felt that elected officials should be notified of the process. The staff agreed to notify the chief elected officials of each jurisdiction.

#### 2. Recommended Criteria for Establishing Problem and Project Priorities for the MSD Reserve

Lloyd Anderson expanded on his letter to Charlie Williamson. He felt that emphasis should be given to projects which:

- (1) protect the mobility of regional facilities through roadway design standards, control adjacent land use, access control and other measures
- (2) are sponsored by local jurisdictions that are financing road improvements through local revenue sources, and
- (3) are sponsored by local jurisdictions that can demonstrate that local developers contribute to the financing of roadway improvements.



Mr. Anderson moved and was seconded to include these three items in the criteria. Motion PASSED unanimously.

The Committee discussed the need for more incentive to promote transit improvements. Coun. Miller moved and was seconded to add a policy stating that special consideration would be given to solutions involving alternatives to the single occupant automobile. PASSED unanimously.

Lloyd Anderson moved and was seconded to amend Policy IV -- Environmental Goals by adding projects which reduce noise and visual problems. PASSED unanimously.

Councilman Cole moved and was seconded to adopt the amended criteria (including the amendments recommended by TPAC) and forward to the Council. Motion PASSED unanimously.

3. TIP Quarterly Report

The report describing MSD funding authorization through December 31, 1978, was distributed. No discussion.

4. Transportation Related Energy Planning Activities in the MSD Region

This report was requested by JPACT. Bill Ockert explained the content and the staff recommendation. Dick Arenz, FHWA, stated that the Intermodal Planning Group will require some energy planning be included in the UWP. Caroline Miller moved and was seconded to recommend that the Council request Rick Gustafson, Mike Burton and Charles Williamson to meet with the state to discuss MSD's role in energy planning. Motion PASSED unanimously. Staff will report back in July.

5. Water Transportation

Ken Rose, president of Rose City Water Transit, asked that JPACT recommend the Council prepare a letter endorsing his efforts to undertake water transportation studies. He explained that his feasibility study will be done in conjunction with PCC.

Com. Kearney stated that she has been receiving letters and reports from Mr. Rose for several years and felt in view of Clark County's major transportation problems the study of water transportation was out of the question. She felt it is time to tell him no.

Coun. Miller felt there was no reason not to give him the endorsement as long as it did not require staff time or MSD

money. Mr. Ockert said that the staff felt that the potential of water transportation should be pursued. He, however, felt it was premature to endorse a feasibility study. Instead, the MSD should review the findings of the City of Portland study and then make a judgment as to whether such a study is warranted. Coun. Miller moved and was seconded to recommend to the Council that a letter of endorsement be given to Mr. Rose. A roll call vote was taken. Couns. Miller, Williamson, and Schedeen, and Mr. Carroll voted yes. Coun. Stuhr, Com. Kearney and Mr. Anderson voted no. The motion PASSED 4 to 3.

6. Description of Travel Simulation Techniques

Information item. No discussion.

7. TIP AND ITP Amendment -- I-505 Alternative

Mr. Anderson moved and was seconded to approve and forward the amendments to the Council. Motion PASSED.

8. Air Quality Progress Report

Terry Waldele explained the action taken by the Environmental Quality Commission to uphold the state ozone standard of .08 and place it in the SIP's.

Mr. Anderson expressed a concern that the EQC action would paralyze the metropolitan area. Dean Cole moved and was seconded to recommend the Council approve a resolution at its meeting on June 14 reaffirming the past Council action that the .12 standard be included in the SIP.

9. Contracts:

Mr. Anderson moved to table. Motion PASSED.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT Members

KT:bc  
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248-3308

August 8, 1979

JPACT

Executive Officer

Multnomah County Functional Classification Inconsistencies --  
Recommended Changes to ITP and Highway Functional System  
Designations

Several changes have recently been made to Staff Report No. 50, Multnomah County Functional Classification Inconsistencies -- Recommended Changes to ITP Designations, since its distribution to JPACT. Additionally, a revised resolution (attached) has been prepared which incorporates changes made by TPAC.

A summary of the proposed changes include the following:

1. ODOT raised concerns to the redesignation of Sandy Blvd and Powell Blvd. Staff has revised the report to accommodate ODOT's concerns. Redesignation of these facilities is to be delayed until further discussions are held.
2. Several minor inconsistencies in Staff Report #50 are corrected.
3. TPAC identified an inconsistency relating to Stark Street. The committee approved the redesignation of Stark Street between 242nd Avenue and 257th Avenue from a Collector to a Minor Arterial. Further discussions are to be held prior to redesignating Stark Street between 257th Avenue and Troutdale Road.
4. TPAC requested that the Functional Classification System for the Highways also be amended. This additional action would ensure consistency between the two plans.

CWO:bc  
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D/2

Attachment

JPACT RECOMMENDS THE FOLLOWING  
FOR COUNCIL ADOPTION

FOR THE PURPOSE OF AMENDING )  
THE INTERIM TRANSPORTATION PLAN )  
AND THE FUNCTIONAL CLASSIFICATION )  
PLAN )

WHEREAS, The CRAG Board of Directors in Resolution No. 750602 adopted an Interim Transportation Plan which functionally classifies various highway facilities; and

WHEREAS, The CRAG Board of Directors in Resolution No. 760503 adopted a Functional Classification System for the Highways in the urban part of the Portland/Vancouver metropolitan area; and

WHEREAS, Multnomah County has requested that MSD amend the Interim Transportation Plan to reflect functional designations included in the Multnomah County Comprehensive Plan; and

WHEREAS, The staff analysis indicates that a number of the changes suggested by Multnomah County are technically sound and consistent with the functional designations of neighboring jurisdictions; now, therefore,

BE IT RESOLVED,

1. That the MSD Council amend the regional Interim Transportation plan as shown in Attachment A.

2. That the MSD Council amend the Functional Classification System for Highways as shown in Attachment A.

3. That the Federal Aid Urban System be amended to include 257th Highway between Stark Street and Columbia Street so that 257th also be included in the FAU system as are each of the facilities redesignated by this Resolution.

4. The MSD staff is directed to coordinate with various affected jurisdictions and the Oregon Department of Transportation to identify and attempt to resolve functional classification inconsistencies between various jurisdictions as part of the preparation of the Regional Transportation Plan.

CWO:gl

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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

**Date:** August 8, 1979  
**To:** JPACT  
**From:** Executive Officer  
**Subject:** Determination of Consistency Report - Revision

The federal government requires that MSD determine the consistency of the Transportation Improvement Program with air quality plans for the MSD region at the time the TIP is adopted. Staff Report #51 sets forth TIP projects and evaluates their consistency with air quality objectives.

At the Transportation Policy Alternatives Committee (TPAC) meeting, two concerns were expressed about the Determination of Consistency report. In many cases a more detailed air quality analysis has either been done or is underway on projects. TPAC recommended that those analyses be referenced rather than describing the results of the sketch analysis described in the staff report. MSD staff, in cooperation with DEQ, has prepared a format to handle this recommendation. Each project would be categorized according to five categories contained in the "Air Quality Consistency Matrix" below:

<u>Types of Action that may transpire</u>	<u>Project</u>	<u>Improvement</u>	<u>Has it been Determined that a detailed air quality analysis will be done? What was Determination?</u>	<u>Results of Analysis</u>
1	-	-	No	(In this case MSD will insert sketch analysis results from Staff Rpt 51
2	-	-	Yes-Detailed air quality analysis not necessary	"
3	-	-	Yes-Detailed air quality analysis is underway	Indeterminate Consistency cannot be determined til detailed analysis compared

4	-	-	Yes- Detailed air quality analysis is complete	DEQ has issues a permit without conditions
5	-	-	Yes-Detailed Air Quality analysis is complete	DEQ has issued a conditional permit

\*detailed Analysis included in an EIS

Because of time constraints, this analysis could not be completed before the meeting of JPACT. The proposed revised analysis will be completed before the meeting of the Council.

The second item of concern addressed the question of whether an overall statement concerning the 1980 TIP's effect on air quality. Many members of TPAC felt that one could easily draw a conclusion from the staff report without an overall consistency statement, and therefore it would only be redundant to include one.

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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

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*Date:* August 8, 1979  
*To:* JPACT  
*From:* Executive Officer  
*Subject:* Additional Unified Work Program (UWP) Amendment.

Further review of the Unified Work Program has indicated an error in the Tri-Met funding table. The UWP shows \$36,000 of the new Section 8 planning funds (including match) will be used to support work item D.l.b (5-Year Transit Service Plan). This should be adjusted to \$62,625. With this adjustment, total funding support for this work item will be \$103,625 (including \$41,000 of previously granted Section 8 funds).



## A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT  
FROM: Executive Officer  
SUBJECT: Policy Alternatives Available to Respond Cost  
Increases on FAU Projects

BACKGROUND: MSD has been requested to increase the funding authorization for nine committed highway projects. These projects are included in a group of 27 committed projects funded by FAU or FAU Replacement funds (from I-505 withdrawal funds) available for local and regional transportation projects outside of the City of Portland. Projects are shown on the attached map. The requested funding authorization increase for the nine projects totals to \$4.415 million. These are described in Attachment A. This compares with an unallocated funding balance (as of December 31, 1978) of \$2.032 million for all projects in this category. This unallocated funding balance could be used to cover inflation or cost increases on committed projects or to fund new projects. A policy determination is needed on how the costs of committed projects included in this funding category are to be covered with the available funds.

The unallocated funding balance of \$2.032 million was determined by comparing federal funding revenues over the eight-year period with current MSD commitments to projects. Over the eight-years beginning October 1, 1978, \$17.275 million in FAU and FAU Replacement funds are available for projects in this category (this includes a carryover from FY 1978 of \$607,000). Between October 1, 1978 and March 31, 1979, nearly \$279,000 were obligated, leaving a funding balance of \$16.996 million. Of these revenues, MSD has committed \$14.964 million to complete 27 projects (\$2,075,756 had previously been obligated to begin work on these projects).

BUDGET IMPLICATIONS: The current MSD budget includes funds to monitor federal funding commitments.

POLICY OPTIONS: TPAC as recommended that cost increases be authorized for two projects which will soon go to bid. Such an action would allow further discussion of the options without delaying ongoing projects. Once cost increases on these two projects are approved, number of policy options are available to manage the remaining federal funds in this category:

Option A: Fund cost increases as requested (perhaps a project should reach a certain point before increases are considered). Once all funds have been obligated, reprogram unfunded projects to

subsequent years or other funding sources (if available).

Option B: Request sponsoring jurisdictions to scale-back remaining projects to funding authorizations or cover unauthorized costs with local funds. Use remaining funds for general inflation until they run out.

Option C: Prioritize remaining projects according to status and relative merits. Fund higher priority projects and reprogram lower priority projects to subsequent years or other funding sources (if available).

Option D: Allocate the unallocated funding balance to jurisdictions sponsoring committed projects. Let jurisdiction decide which of the committed projects should be funded with available funds.

Option E: Establish limits on the amount of cost increase which can be authorized.

Option F: Some combination of the above options.

ACTION REQUESTED: TPAC has recommended that funding increases be authorized for two projects ready to go to bid (Greenburg Road and Scholls/Allen Signal). Such an action would reduce the unauthorized funding balance by \$168,212 to \$1.864 million. A meeting with officials of sponsoring jurisdictions, ODOT and JPACT members would be called to discuss policy options available to manage the funds in this category.

CWO:bk  
4609A  
0033A

# Agenda

Date: July 12, 1979

Day: Thursday

Time: 7: 30 AM

Place: Ron's Century House  
Vancouver, Washington

## 1. CORRIDOR PRIORITIES - Executive Summary

### Major Issue:

Prioritizing regional corridors.

### TPAC Concerns:

- A. Are we reaffirming the Banfield as the highest priority?  
Response: Yes
- B. Is the Westside corridor recommended as the next priority for a transitway? Response: Yes
- C. Is there a distinction between the North and South corridors as priorities? Response: Major transitways are not recommended for either corridor. Evaluation of other options is a high priority for both corridors.

### TPAC & Staff Recommendations:

Approve and forward staff recommendations to the Council for adoption.

## 2. SCREENING PROCESS FOR THE MSD RESERVE

### Major Issues:

Screen the 88 submitted problem areas to a reasonable number to be studied further.

### TPAC Concerns:

- A. Why were the shortage of buses described as ineligible? Park and ride lots are to be pursued but Tri-Met needs funds for bus purchases. Response: Buses would be used in the city of Portland. Eligibility criteria would be met only if Portland would be willing to use part of the city reserve for bus purchases.

- B. Why was 242nd put on the priority problem list and not 257th? Response: 242nd meets the criteria while 257th does not. Problems on 242nd are of much greater regional significance, with east county cities directly impacted by these problems. 257th problems primarily relate to future development and affect Gresham and Wood Village much less than 242nd.

TPAC Recommendations:

Approve the staff recommendations with two additions: 1) purchase of buses with the understanding that the city of Portland consider using the city reserve to participate and 2) include 257th (this addition was approved on a 4 to 3 vote with 6 members abstaining).

Staff Recommendations:

Approve the list with the addition of bus purchases. Staff recommends against the inclusion of 257th in that criteria are not met. If this problem area is included, numerous additional problems should be studied to be fair to all the jurisdictions.

3. EVALUATION OF HWY 43 AT MARYLHURST EDUCATION CENTER

Major Issue:

Safety problems at the intersection.

TPAC Concerns:

The committee felt that staff should not divert their time to the study of localized transportation problems but rather should concentrate on regional matters.

TPAC & Staff Recommendations:

Forward the report to ODOT.

4. AMENDMENTS TO MSD RESERVE CRITERIA

Major Issue:

Inclusion of additional criteria for use in evaluating proposed projects.

TPAC Concerns:

A. Several members questioned items 7 and 8.

B. Item 2 - should include the submittal of a financial statement.

TPAC Recommendation:

Approve the staff recommendations with the inclusion in #2 of a financial statement.

Staff Recommendation:

Approve numbers 1, 2 (with TPAC revision), 5 and 6.

5. GOALS & OBJECTIVES - Information item - no discussion.

6. TIP AMENDMENT - Portland Overlay Project

TPAC & Staff Recommendation: Approve

7. TIP AMENDMENT - I-5 North

TPAC & Staff Recommendation: Approve

8. PROSPECTUS/MEMORANDUM OF UNDERSTANDING W/CLARK COUNTY RPC

TPAC & Staff Recommendation: Approve and forward to the Council for adoption with the addition of Clark County RPC membership on TPAC.

9. REAFFIRMATION OF I-505 WITHDRAWAL

Major Issue:

FHWA requires that MSD reaffirm the CRAG action before withdrawing the I-505 freeway.

TPAC & Staff Recommendation: Reaffirm the I-505 withdrawal.

# Agenda

Date: July 12, 1979

Day: Thursday

Time: 7:30 am

Place: Ron's Century House  
312 Evergreen (C & Evergreen)  
Vancouver

PROPOSED AGENDA: (ACTION requested unless noted)

- \* 1. Corridor Priorities
- \* 2. Screening Process for the MSD Reserve
- ✓ # 3. Evaluation of Hwy 43 at Marylhurst Education Center
- \* 4. Amendments to the MSD Reserve Criteria
- 5. Goals & Objectives
- ✓ \* 6. TIP Amendment - Portland Safety Overlay Project
- ✓ \* 7. TIP Amendment - I-5 North
- \* 8. Prospectus/Memorandum of Agreement w/Clark County
- # 9. UWP Amendments in Response to UMTA Comments

\* material enclosed

# material available at meeting