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## Meeting Notes 1987-01-08

Joint Policy Advisory Committee on Transportation

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**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503 221-1646

# Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
Date: January 8, 1987  
Day: Thursday  
Time: 7:30 a.m.  
Place: Metro, Conference Room 330

- \*1. MEETING REPORT OF DECEMBER 11, 1986 - APPROVAL REQUESTED.
- \*2. SELECTION PROCESS FOR JPACT MEMBERSHIP - APPROVAL REQUESTED - Andy Cotugno.
- \*#3. ALLOCATION OF INTERSTATE TRANSFER REGIONAL RESERVE - INFORMATIONAL - Andy Cotugno.
- \*4. LETTERS ON SURFACE TRANSPORTATION ACT - INFORMATIONAL.

\*Material enclosed.

#Available at meeting.

NEXT JPACT MEETING: FEBRUARY 12, 1987 - 7:30 A.M.

NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting.

## MEETING REPORT

DATE OF MEETING: December 11, 1986

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

PERSONS ATTENDING: Members: Richard Waker; Fred Hansen; Larry Cole; Bob Schumacher; Ron Thom; George Van Bergen; Wes Myllenbeck; Jim Gardner (alt.); Bob Bothman (alt.); Pauline Anderson; Lloyd Anderson; and Marvin Woidyla

Guests: Peter Fry, Central Eastside Industrial Council; Ray Polani, Citizens for Better Transit; Bonnie Hays, Washington County Commission; Susie Lahsene, Multnomah County; Ted Spence and Rick Kuehn, ODOT; Steve Dotterer and Grace Crunican, City of Portland; Bebe Rucker, Port of Portland; Lee Hames, Tri-Met; and Geraldine Ball, CWFF

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

MEDIA: None

### SUMMARY:

#### MEETING REPORT OF NOVEMBER 13, 1986

The Meeting Report of the November 13 JPACT meeting was approved as written.

#### AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO REFLECT THE ADOPTED SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Andy Cotugno informed the Committee that this Resolution was a house-keeping action to update the TIP to reflect the adopted Six-Year Highway Improvement Program. He then reviewed the attachments depicting the staging and phasing of projects.

In clarification on Attachment B to the Staff Report, it was noted that the Terwilliger Overcrossing project was omitted in error from the TIP, and hence the adjustment.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-712 amending the TIP to reflect the adopted Six-Year Highway Improvement Program. Motion PASSED unanimously.

#### ALLOCATION OF INTERSTATE TRANSFER REGIONAL RESERVE

Andy Cotugno reviewed the allocation of the Interstate Transfer Regional Reserve and the issues raised by TPAC at its November 26 meeting. The resulting recommendations were outlined in a memo to JPACT

dated December 1, 1986. It included the recommendations for allocation of the Reserve by an April 1 deadline, stipulations to cover known and uncertain costs of the Banfield Transitway and I-505 projects, an allocation of funds to projects identified in the Interstate Transfer Program, an allocation of funds to transit capital purposes, and agreement to underwrite project costs for a vintage trolley project from the Reserve if costs exceed the budget commitment provided in the Full-Funding Agreement. It was clarified that UMTA conditioned approval of an FY 86 Section 3 grant application on Tri-Met's providing assurance that the first \$1 million exceeding the Full-Funding Agreement commitment would be borne by Tri-Met.

A discussion followed on projects with existing overruns and the issue of whether or not considerations of growth and traffic increases should place new projects in contention with those under development. Andy Cotugno explained that past policy has been to finance those projects that have been started. He added that many projects go through development knowing full well that they will be underfunded and will either have to be scaled back or experience cost overruns. If the policy is to be changed, he asked that JPACT indicate new direction. Bob Bothman stated that once a construction contract has been awarded, cost overruns must be paid.

The consensus was that the allocation process should be re-evaluated in terms of funding priorities and perhaps new projects identified in the Concept Program should be considered in line with ongoing projects.

Action Taken: Chairman Waker directed that Andy Cotugno prepare a status report on Interstate Transfer projects for review and discussion at January's JPACT meeting that would indicate project costs, costs to complete projects following preliminary engineering, amount available in each category and a listing of new potential projects identified in the Concept Program.

#### RETIREMENT OF JPACT MEMBERS

Chairman Waker announced that this would be the last meeting for Metro Executive Officer Rick Gustafson and for Committee members Marvin Woidyla, Wes Myllenbeck and Margaret Strachan. Their service and contribution to JPACT was commemorated in a plaque presented to each on behalf of the Committee.

Action Taken: It was moved and seconded to recommend approval of the Resolutions presented which read as follows:

WHEREAS, (Marvin Woidyla) (Margaret Strachan) (Wes Myllenbeck) was appointed to the Joint Policy Advisory Committee on Transportation (JPACT) eons ago; and

JPACT

December 11, 1986

Page 3

WHEREAS, (his/her) participation has greatly contributed to the spirit of regional cooperation; and

WHEREAS, (Marvin, Margaret, Wes) has served dutifully and faithfully, not letting weather, adverse publicity or early morning meetings deter him/her;

now, therefore,

BE IT RESOLVED, That JPACT extends to (Marvin, Margaret, Wes) its gratitude and best wishes.

ADOPTED by JPACT this 11th day of December, 1986.

Motion CARRIED unanimously.

Rick Gustafson spoke of local government's involvement since its smooth transition from that of CRAG to Metro, and cited his pride of the Committee. He felt that the process has worked well because of the commitment and leadership of staff and Committee members, its ability to set regional policy and provide leadership collectively. He spoke of JPACT as a good role model -- seeking new ways to fund projects to accommodate future growth. He thanked the Committee for his experience in working with JPACT.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO:           Rena Cusma  
                  Don Carlson  
                  JPACT Members




**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: December 30, 1986

To: JPACT

From:  Andrew C. Cotugno, Transportation Director

Regarding: Membership

The attached proposal is recommended for adoption establishing two-year terms for members and alternates representing the cities of Clackamas, Multnomah and Washington Counties. The process for selection of the members remains the same. In addition, appointment of the remaining members would continue to be the responsibility of each represented agency.

Approval of this proposal is recommended to be followed by recruitment or reconfirmation of the members and alternates for the cities of each of the three counties.

ACC:lmk

Enclosures

JOINT POLICY ADVISORY COMMITTEE  
ON TRANSPORTATION

Membership Proposal

Proposal: Establish a two-year term for JPACT members and alternates representing the cities of Clackamas, Multnomah and Washington counties. Upon resignation in mid-term of the JPACT member, the alternate would automatically assume the position as member for the remainder of the term; recruitment would therefore be initiated for a replacement for the alternate.

Current Status: JPACT is currently composed of elected or appointed policy representatives from the various transportation agencies and jurisdictions in the Portland region (see attached). Because of the large number of suburban cities, representation is provided through the selection of a single member to collectively represent the interests of all the suburban cities in that county. None of the votes are weighted -- each representative has one vote.

Members and alternates representing the cities of Clackamas, Multnomah and Washington counties are selected through the following process:

1. Through a telephone poll, mayors are contacted to nominate individuals for the vacancies.
2. A ballot is mailed to the mayors for voting and returned to Metro to tally the results. In the event of a tie, the top two nominees are resubmitted to mayors for voting.

Members and alternates for the other agencies and jurisdictions are appointed by the Mayor, Presiding Officer, Chairman of the Board or Executive Director of the particular agency.

Background: Members and alternates are currently appointed to JPACT without a specific term. Upon resignation of a member, recruitment for a replacement is initiated. The proposal for a two-year term is intended to give all jurisdictions represented by the member a periodic opportunity to participate in selecting their representative. At the choice of the jurisdictions involved, the current member can be reappointed, the alternate can be appointed as member or a new individual can be selected. A two-year term is recommended to provide members sufficient time to become familiar with policies, practices and regulations under which JPACT operates.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council . . . . .	Councilor Richard Waker
Metro Council . . . . .	Councilor George Van Bergen
Metro Council . . . . .	Councilor Larry Cooper Councilor Jim Gardner (alternate)
Multnomah County. . . . .	Commissioner Pauline Anderson Commissioner Gretchen Kafoury (alternate)
Cities in Multnomah County. . .	Vacant Councilor Larry Deyo (Gresham) (alternate)
Washington County . . . . .	Vacant Commissioner John Meek (alternate)
Cities in Washington County . .	Mayor Larry Cole (Beaverton)
Clackamas County. . . . .	Commissioner Robert Schumacher
Cities in Clackamas County. . .	Councilor Ron Thom (Oregon City) Councilman Eldon Edwards (Wilsonville) (alt.)
City of Vancouver . . . . .	Councilman Dick Pokornowski Councilor Rose Besserman (alternate)
Clark County. . . . .	Commissioner Vern Veysey
City of Portland. . . . .	Vacant Commissioner Mike Lindberg (alternate)
Oregon Department of Transportation. . . . .	Fred Miller, Director Robert Bothman, Deputy Director (alternate)
Washington State Department of Transportation . . . . .	Ed Ferguson, District Administrator
Port of Portland. . . . .	Lloyd Anderson, Executive Director Linore Allison
Tri-Met . . . . .	William Robertson, Jr. (alternate)
Department of Environmental Quality . . . . .	Fred Hansen, Director Tom Bispham, Administrator - Air Quality Division




**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: December 30, 1986

To: JPACT

From:  Andrew C. Cotugno, Transportation Director

Regarding: Interstate Transfer Allocation

As a follow-up to last month's meeting, I will have information available regarding the status of potential projects to be funded with the Interstate Transfer Reserve.

Information that will be presented includes:

1. Projects currently in the Interstate Transfer Program:
  - a) That are underfunded -- i.e., funding was allocated for the purpose of building the project and a shortfall has developed.
  - b) That are unfunded -- i.e., funding was allocated for P.E. to allow project development to proceed in anticipation of a future allocation.
2. Potential new projects that could be initiated.

The purpose of the information is to allow JPACT to understand the ramification of whether or not to consider funding new projects with the available Interstate Transfer Reserve or restrict consideration to those that have already been initiated.

ACC:lmk



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: January 6, 1987  
To: JPACT  
From: Andrew Cotugno, Transportation Director  
Regarding: INTERSTATE TRANSFER - REGIONAL RESERVE ALLOCATION

At the December 11, 1986, JPACT meeting there was discussion regarding allocation of the \$16,970,573 available in the Interstate Transfer Regional Reserve. Consideration is now underway for the allocation of this reserve, although a portion should continue to be held as a contingency reserve for the Banfield Transitway and I-505 Alternatives projects.

During the discussion staff indicated that the recommendation for the allocation would be limited to those projects already under project development unless directed by JPACT to consider funding potential new projects. This memo is intended to provide JPACT with additional information regarding the candidate projects requiring additional funds and a list of possibilities identified in the Interstate Transfer Concept Program of new projects.

## HIGHWAY PROJECTS

- Attachment A identifies \$25 million of funding shortfall on "underfunded" projects already in the program. These are all projects that have received an allocation for construction purposes. All of the projects are either under construction and facing overruns that must be covered or are nearing their schedule to go to contract. In the event Interstate Transfer funds are not available, the responsible jurisdiction will have to provide the necessary funds or the project will have to be downscoped. In some cases (as noted on Attachment A) other funding sources have been committed to fully or partially fund the shortfall.
- Attachment B identifies \$44 million of funding shortfall on "unfunded" projects in the program. These are projects programmed and are in the preliminary engineering phase in anticipation of funding being available at a later date.

January 6, 1987

Page 2

- Attachment C identifies \$42 million of candidate "new" projects. These are a portion of the projects that are identified in the Interstate Transfer Concept Program.

NOTE: FY 1987 FAU funds are also available to fund these projects as follows:

Portland	\$1,556,055
Balance of region	\$1,924,464

#### TRANSIT PROJECTS

The following transit projects are identified in the Interstate Transfer Concept Program:

- Banfield Transitway
- Milwaukie LRT
- Sunset LRT
- Buses

Possibilities for use of the Interstate Transfer Regional Reserve include:

- Acquisition of additional LRT vehicles for the Banfield LRT
- Extension of the Banfield LRT to 18th
- Allocation of the funds toward the Milwaukie LRT (in addition to the \$1 million already set aside for Alternatives Analysis/DEIS studies; in addition, a \$3.2 million Reserve remains)
- Buses
- I-205 LRT (if UMTA allows amending the Concept Program to expand the scope of the Banfield LRT)

NOTE: Allocation of Interstate Transfer funds to transit projects should also take into consideration the remainder of the Sec. 3 Letter of Intent funds.

AC/gl  
6790C/484-1

Attachments

ATTACHMENT A  
UNDERFUNDED PROJECTS

<u>PROJECT</u>	<u>JURISDICTION</u>	<u>ALLOCATION</u> <u>(e) (4)/FAU</u>	<u>SHORTFALL</u>	<u>COMMENTS</u>
Banfield Freeway	ODOT	\$173,154,876	\$ 263,513	Required for landscape
I-505 Alternatives	ODOT	26,007,763	1,083,737	Cost overrun and landscape
217/Sunset	ODOT	10,435,000	461,244	Cost overrun
Oregon City Bypass	ODOT	22,115,996	310,206	Cost overrun
Highway 212	ODOT	8,379,188	8,848	Cost overrun
Scholls/Hall	ODOT	400,000	133,450	Estimate in excess of LID
McKillican/Hood	ODOT	249,215	1,590	Estimate
190th/Powell	ODOT	2,463,974	(87,914)	Estimated surplus in excess of HES
				funds + mitigation costs
S. McLoughlin	ODOT	1,007,156	(25,501)	Surplus
		Subtotal	\$ 2,149,173	
Columbia Blvd. Delaware				
to Chautauqua	Portland	\$ 118,150	\$ 136,850	Shortfall in excess of Title II
Airport Way	Portland	12,187,590	1,150,227	Estimated shortfall excluding ROW;
				State Mod. funds available
Marine Drive	Portland	8,733,750	9,457,391	\$4 million shortfall after State
				Mod. funds
Powell Boulevard	Portland	16,946,090	(397,655)	Surplus
		Subtotal	\$10,346,813	\$4.75 with State Mod. funds
Stark St./221st-242nd	Multnomah County	\$ 740,799	\$ 800,000	Estimate
Burnside/Stark-223rd	Multnomah County	2,279,354	(169,000)	Surplus
		Subtotal	\$ 631,000	
Boones Ferry Road	Lake Oswego	\$ 2,873,835	\$ 87,948	Estimated shortfall in excess of
				Title II
Beavercreek Road -	Clackamas County	1,095,000	1,720,000	Accounts for lottery funds
Oregon City Bypass				
to Linn				
82nd Drive RR overpass	Clackamas County	2,476,145	1,943,855	Estimate
Gladstone/Milwaukie TSM	Clackamas County	1,824,414	(23,560)	Surplus
Sunnyside Road	Clackamas County	2,149,618	(386,603)	Surplus
Hubbard Road	Clackamas County	506,569	(90,268)	Surplus
Reserve	Clackamas County	62,812	(62,812)	Surplus
		Subtotal	\$ 3,188,650	

ATTACHMENT A (continued)  
UNDERFUNDED PROJECTS

<u>PROJECT</u>	<u>JURISDICTION</u>	<u>ALLOCATION</u> <u>(e) (4)/FAU</u>	<u>SHORTFALL</u>	<u>COMMENTS</u>
185th Avenue	Washington County	\$ 9,014,908	\$ 3,463,092	Funds available from MSTIP
Murray Boulevard	Washington County	5,627,525	976,570	Shortfall after MSTIP
T.V. - 21st to Oak	ODOT/Hillsboro	1,510,990	2,650,610	\$218,365 short after MSTIP
Cornell - Phase I	Hillsboro	2,989,010	276,250	Claims
Cornell - Phase II	Washington County	2,224,000	398,531	Funds available from MSTIP
Hall Boulevard	Beaverton	1,200,000	840,000	Funds available from MSTIP
E. Street	Forest Grove	273,287	155,760	Estimate
Nyberg Road	Tualatin	410,159	(27,815)	Surplus
185th - Phase I	Washington County	1,463,914	(43,000)	Surplus
Barnes Road - Phase I	Washington County	1,261,385	(17,668)	Surplus
		Subtotal	\$ 8,672,330	
		GRAND TOTAL	\$24,987,966	

6790C/484-1

ATTACHMENT B  
UNFUNDED PROJECTS

(Projects which have been programmed in the Interstate Transfer program  
with no funding available for construction)

<u>PROJECT</u>	<u>JURISDICTION</u>	<u>ALLOCATION</u> <u>(e) (4) / FAU</u>	<u>SHORTFALL</u>	<u>COMMENTS</u>
N.E. Portland Hwy. at 60th	ODOT	\$ 0	\$ 1.87m	60th to I-205 funded with State and (e) (4) \$
Beaverton-Hillsdale at Capitol Hwy.	Portland	0	2.6m	
82nd Avenue - Phase II	Portland	0	6.0	
13th/Gertz - Phase II	Portland	0	3.0	
Foster Road	Portland	0	3.5	
Vermont Street	Portland	208,930	1.7	
Dosch Road	Portland	0	1.7	
		Subtotal	\$18.5 million	
242nd - I-84 to Burnside	Multnomah County	\$ 54,863	\$ 5.0m	
Linn Avenue realignment	Oregon City	\$ 0	\$ .25	
Thiessen/Jennings	Clackamas County	145,520	4.7	
Jennifer Ext.	Clackamas County	75,000	.44 )	
98th Ext.	Clackamas County	77,010	.78 ) -	Funds available from tax increment
84th Ext.	Clackamas County	75,000	.52 )	district
King/42nd	Milwaukie	50,000	.16	Eligible for McLoughlin Reserve
122nd Avenue	Milwaukie	75,000	.16	
Sunnybrook Ext.	Milwaukie	0	5.0	
		Subtotal	\$12.01 million	
Cornell/185th to 216th	Washington County	\$ 0	\$ 5.95m	
Barnes Road	Washington County	0	.85	
		Subtotal	\$ 6.8 million	
		GRAND TOTAL	\$44.18 million	

ATTACHMENT C  
POTENTIAL NEW PROJECTS  
INCLUDED IN CONCEPT PROGRAM

<u>PROJECT</u>	<u>JURISDICTION</u>	<u>COST AT 85%</u>	<u>COMMENTS</u>
Highway 217 at 99W	ODOT	\$ 3.6m	Interchange project
Rivergate Drive	Portland/Port	1.7	Extend Marine Drive widening into Rivergate
Convention Center			
Circulation	Portland/Metro	2.3	Street modifications
Sandy Boulevard	Portland	4.2	Widening
223rd	Multnomah County	1.5	Widening
257th/Graham Road	Multnomah County/ODOT	1.45	Extend 257th arterial to I-84
Sandy Boulevard	Multnomah County	4.0	Widening
King/Harrison			
East of 224	Milwaukie	1.0	Relieve Johnson Creek Boulevard
Bluff Road	Clackamas County	1.5	Industrial access
Farmington Road	Washington County	3.5	Partial MSTIP + PE funded by ODOT
Baseline Road	Washington County	8.0	PE funded by ODOT
Murray Boulevard/BNRR	Beaverton	3.0	Extend Murray Boulevard widening
Murray Boulevard/Allen			
to Scholls	Beaverton	4.5	Widening
Cornell/158th to 185th	Washington County	<u>2.0</u>	Widen from 3 lanes to 5 lanes
		\$42.25 million	



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

December 15, 1986

The Honorable Ron Wyden  
United States Congress  
1406 Longworth Building  
Washington, D.C. 20515

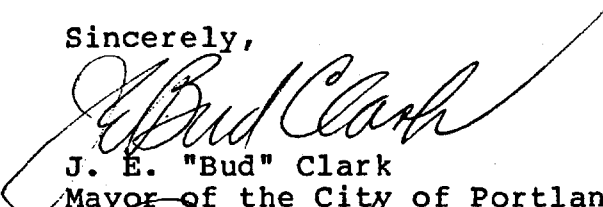
Dear Ron:

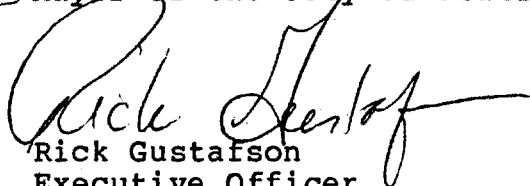
In the closing hours of the 99th Congress, the proposed Surface Transportation Act of 1986 (H.B. 3129) failed to be adopted. In particular, the House and Senate were unable to reach a compromise over the 55 mph speed limit and the extent to which demonstration projects would be included.


The consequence of inaction is that parts of the state and local highway and transit improvement programs will be held up until Congress acts and a bill is signed into law. If this does not happen soon after the initiation of the 100th Congress, the 1987 construction season will be impacted. ODOT recently estimated that as many as 2,266 jobs could be affected if they are delayed beyond the construction season. Both the road improvements and the jobs are important to the state's economy.

Any assistance you can provide to help resolve the Senate and House differences and expedite passage of a bill would be greatly appreciated.


Sincerely,


  
J. E. "Bud" Clark  
Mayor of the City of Portland


  
Rick Gustafson  
Executive Officer  
Metropolitan Service District

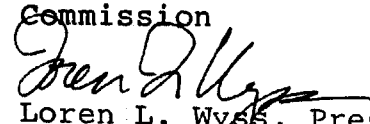
  
Margaret Strachan  
Commissioner of Public Utilities  
City of Portland

gl  
6517C/D3

  
Dennis Buchanan  
County Executive  
Multnomah County

  
Wes Myllenbeck, Chair  
Washington County Board  
of Commissioners

  
Dale Harlan, Chair  
Clackamas County  
Commission

  
Loren L. Wyss, President  
Tri-Met Board



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

December 15, 1986

The Honorable Les AuCoin  
United States Congress  
2159 Rayburn Building  
Washington, D.C. 20515

Dear Les:

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Mayor of the City of Portland

Rick Gustafson  
Executive Officer  
Metropolitan Service District

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City of Portland

gl  
6517C/D3

Dennis Buchanan  
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Multnomah County

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Washington County Board  
of Commissioners

Dale Harlan, Chair  
Clackamas County  
Commission

Loren L. Wyss, President  
Tri-Met Board

**Metro Council**  
Richard Waker  
Presiding Officer  
District 2  
Jim Gardner  
Deputy Presiding  
Officer  
District 3  
Bob Oleson  
District 1  
Corky Kirkpatrick  
District 4  
Tom DeJardin  
District 5  
George Van Bergen  
District 6  
Sharron Kelley  
District 7  
John Frewing  
District 8  
Hardy Myers  
District 9  
Larry Cooper  
District 10  
Marge Kafoury  
District 11  
Gary Hansen  
District 12  
**Executive Officer**  
Rick Gustafson



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

December 15, 1986

The Honorable Bob Packwood  
United States Senate  
259 Russell Building  
Washington, D.C. 20510

Dear Bob:

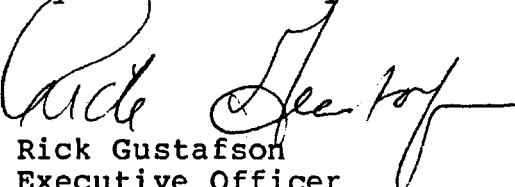
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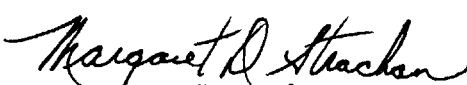
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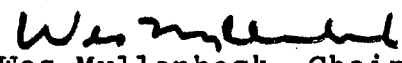
  
J. E. "Bud" Clark  
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Metropolitan Service District

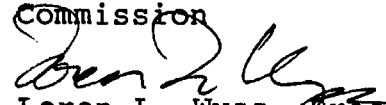
  
Margaret Strachan  
Commissioner of Public Utilities  
City of Portland

gl  
6517C/D3

  
Dennis Buchanan  
County Executive  
Multnomah County

  
Wes Myllennebeck, Chair  
Washington County Board  
of Commissioners

  
Dale Harlan, Chair  
Clackamas County  
Commissioner

  
Loren L. Wyss, President  
Tri-Met Board



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

December 15, 1986

The Honorable Mark Hatfield  
United States Senate  
711 Hart Senate Office Building  
Washington, D.C. 20510

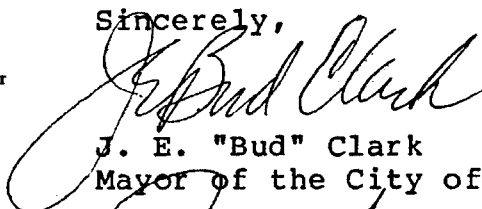
Dear Mark:

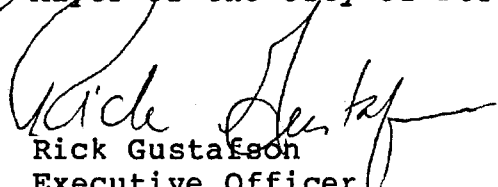
In the closing hours of the 99th Congress, the proposed Surface Transportation Act of 1986 (H.B. 3129) failed to be adopted. In particular, the House and Senate were unable to reach a compromise over the 55 mph speed limit and the extent to which demonstration projects would be included.

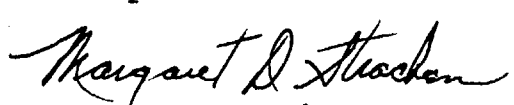
The consequence of inaction is that parts of the state and local highway and transit improvement programs will be held up until Congress acts and a bill is signed into law. If this does not happen soon after the initiation of the 100th Congress, the 1987 construction season will be impacted. ODOT recently estimated that as many as 2,266 jobs could be affected if they are delayed beyond the construction season. Both the road improvements and the jobs are important to the state's economy.

Any assistance you can provide to help resolve the Senate and House differences and expedite passage of a bill would be greatly appreciated.

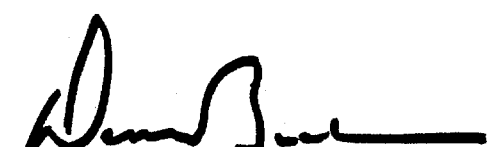
Sincerely,


  
J. E. "Bud" Clark  
Mayor of the City of Portland

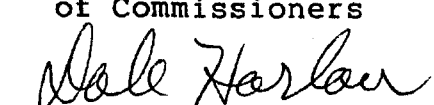
  
Rick Gustafson  
Executive Officer  
Metropolitan Service District

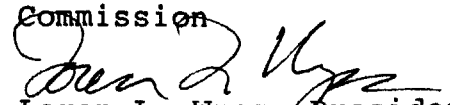
  
Margaret Strachan  
Commissioner of Public Utilities  
City of Portland

g1  
6517C/D3

  
Dennis Buchanan  
County Executive  
Multnomah County

  
Wes Myllennebeck, Chair  
Washington County Board  
of Commissioners

  
Dale Harlan, Chair  
Clackamas County  
Commissioner

  
Loren L. Wyss, President  
Tri-Met Board



# METRO

# DRAFT

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

January 8, 1987

The Honorable Mark Hatfield  
United States Senate  
711 Hart Senate Office Building  
Washington, D.C. 20510

Dear Mark:

On behalf of the cities and counties of the Portland metropolitan area, we would like to object to the proposed rescission of Interstate Transfer funds by the Office of Management and Budget. We hereby request your support and assistance in obtaining Congressional denial of this proposal.

During the past several years, the Portland region has used "carryover" Interstate Transfer-Highway funds to compensate for the uncertainty of the appropriation process. Having these "carryover" funds has allowed the region to continue to make steady progress on implementing the program despite cutbacks and delays in annual appropriations. For example, failure to adopt a new Surface Transportation Act is delaying the FY 87 appropriation. Our previous intent to proceed with three projects for \$2.9 million will not be possible if the rescission of "carryover" Interstate Transfer funding is allowed.

Also affected by the proposed rescission is the Salem area. During the past two years, we have cooperated with the Salem jurisdictions to assist them in closing out their Interstate Transfer program. Last year, with the availability of "carryover" funds, the Salem area accomplished this objective. With the proposed rescission, that was a fruitless effort.

Thank you for your assistance in this matter.

Sincerely,

Richard Waker, Chairman  
Joint Policy Advisory Committee  
on Transportation

RW:lmk

**Metro Council**

Richard Waker  
Presiding Officer  
District 2

Jim Gardner  
Deputy Presiding  
Officer  
District 3

Bob Oleson  
District 1

Corky Kirkpatrick  
District 4

Tom DeJardin  
District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

John Frewing  
District 8

Tanya Collier  
District 9

Larry Cooper  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

Executive Officer  
Rick Gustafson




**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: January 7, 1987

To: Rena Cusma, Executive Officer

From:  Andrew C. Cotugno, Transportation Director

Regarding: Meetings Scheduled for January 8, 1987:  
7:30 a.m. - JPACT (Conference Room 330)  
8:30 a.m. - Mike Holloran (Conference Room 205)

## I. JPACT

The JPACT meeting is scheduled for 7:30 a.m. There will be several new faces present:

- . Yours!
- . Bonnie Hays
- . Earl Blumenauer
- . Larry Deyo

The following agenda items will be discussed:

- A. Membership - This is simply to establish two-year terms for the "city" representatives in each county. It is in response to concerns about better small city participation and was in part precipitated by Gresham's loss of a JPACT member two years ago when Marv Woidyla was selected to replace Margaret Weil. Establishment of a two-year term is intended to ensure that the representative has to go back to the rest of the mayors of that county to gain reappointment.
- B. Interstate Transfer (e)4 - Regional Reserve Allocation.

This is the last unallocated pot of Interstate Transfer funds and we are at the very beginning of the allocation process. As such, you will see the maneuvering and posturing begin at this meeting.

This reserve was a windfall to the region in 1982 but has been held as a contingency for the Banfield and I-505 projects. Other than the need to continue to hold part of the funds as a contingency, there are no prior commitments for these funds.

The usual debate will be formula allocation (maximum local discretion) vs. regional priorities (maximum Metro involvement). There are the obvious pros and cons either way. The real situation is that we have a number of old projects in the pipeline and we should use this resource to "finish" that agenda. There needs to be some effort in developing a new regional agenda but it likely would not significantly affect how we allocate these funds.

We are scheduled to have a recommendation by April. Other issues that affect this allocation include:

- \$2 million of regional (non-Portland) FAU funds should be allocated at the same time.
  - A decision should be made on the last \$17 million of Section 3 (transit capital) funds in the same timeframe so that we can address funding for proposed transit projects that might be seeking an e(4) allocation.
  - With any luck, there will be an Urban Arterial Program after the legislative session. This action could set the stage for that process.
- C. A letter is included in the packet urging our Congressional delegation to swiftly adopt a new Surface Transportation Act.
- D. Not on the agenda, to be distributed at the meeting, will be a letter to our Congressional delegation urging them to stop a proposed rescission of "carryover" Interstate Transfer funds. This is a delicate issue because FHWA and Congressional staff don't like the fact that we have these funds. In fact, 40 percent of the carryover Interstate Transfer funds nationwide belongs to Oregon (Portland - \$13 million; Salem - \$3 million). In addition, the whole issue is politically charged because our appropriations have included significant amounts that have been earmarked by Hatfield and AuCoin.

These funds are unique because they don't lapse at the end of the federal fiscal year. As such, we have always spent our "new" funds first and used our "carryover" funds to smooth out the Congressional appropriations process.

## II. Meeting with Mike Holloran

Mike is on Goldschmidt's transportation transition team and rumored to be the next OTC chair. He has a good reputation although I personally don't know him. He is here to generally learn more about metro area issues and actors. He has already

Rena Cusma  
January 7, 1987  
Page 3

met with Bonnie Hays, Bob Schumacher, Pauline Anderson and Loren Wyss and is scheduled to meet on January 8, 1987 with Earl Blumenauer, Lloyd Anderson and us.

There are several important messages for the meeting:

- A. Support the regional process - ODOT has been an important force in making the regional process work. It is to ODOT's advantage that this region speak with one voice but it won't work if ODOT commits to projects one on one with the individual jurisdictions.
- B. Support the State Legislature proposal - Local support for the road funding legislation is lukewarm and Goldschmidt is looking for a stronger expression of support before he gets on board. We have endorsed the proposal as has AOC and LOC but we definitely have an uphill battle. The more we can actively push the issue, the better. We are most keenly interested in:
  - The State Modernization Program - We have major state highway construction needs; and
  - The Urban Arterial Program - This is our replacement for Interstate Transfer funds.

ACC:lmk

CC: Richard Engstrom  
Chuck Stoudt  
Steve Siegel

COMMITTEE MEETING TITLE JPACTDATE 1-8-87 7:30 a.m.

NAME

AFFILIATION

MA- <u>Larry Deyo</u>	<u>City of Gresham</u>
M- <u>Bonnie Hays</u>	<u>Washington County</u>
M- <u>Linda Allison</u>	<u>Tri-Met</u>
MA- <u>Deb Bohman</u>	<u>ODOT</u>
M- <u>Vern Veeney</u>	<u>Clerk Co.</u>
M- <u>George Alan Bengtson</u>	<u>Metro</u>
M- <u>Dick Tokornowski</u>	<u>City of Vancouver</u>
M- <u>RICHARD WAKER</u>	
M- <u>LARRY COLE</u>	<u>CITIES OF WASHINGTON COUNTY</u>
M- <u>Earl Blumenau</u>	<u>Portland</u>
G- <u>Vic Rhodes</u>	<u>PLX</u>
G- <u>Die Mullen</u>	<u>Resource Center</u>
G- <u>Sue Labone</u>	<u>Mult CO</u>
S- <u>Rue Pettis</u>	<u>Metro</u>
G- <u>Steve Dotterer</u>	<u>Portland</u>
G- <u>Gary Spanovich</u>	<u>Clatsop County</u>
G- <u>Bebe Rucker</u>	<u>Port of Portland</u>
G- <u>Rick Kuehn</u>	<u>ODOT, Region 1</u>
S- <u>Rene Shackleton</u>	<u>Metro</u>
G- <u>Sharon L. Ball</u>	<u>I-5 Comm. Trans. Com.</u>
G- <u>Mary Wolm</u>	<u>ODOT</u>
S- <u>Keith Lawton</u>	<u>Metro</u>
S- <u>Chuck Stoudt</u>	<u>Metro</u>

DATE \_\_\_\_\_

### AFFILIATION

[illegible]