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Joint Policy Advisory Committee on Transportation

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METRO

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

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: May 10, 1990

Day: Thursday

Time: 7:15 a.m.

Place: Metro, Conference Room 440

- *1. MEETING REPORT OF APRIL 12, 1990 - APPROVAL REQUESTED.
- *2. RESOLUTION NO. 90-1254 - AMENDING THE TIP FOR TRI-MET'S SECTION 9, INTERSTATE TRANSFER AND FEDERAL-AID URBAN PROGRAMS - APPROVAL REQUESTED - Andy Cotugno.
- *3. JPACT BYLAWS AMENDMENT (PROPOSED BY METRO'S INTERGOVERNMENTAL RELATIONS COMMITTEE) - APPROVAL REQUESTED - Andy Cotugno.
- *4. STATUS REPORT FROM JPACT SUBCOMMITTEE TO DEVELOP RECOMMENDATIONS FOR SURFACE TRANSPORTATION ACT UPDATE - Mike Ragsdale.

*Material enclosed.

NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicle.

NEXT JPACT MEETING: JUNE 14, 1990, 7:15 A.M.

MEETING REPORT

DATE OF MEETING: April 12, 1990

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

PERSONS ATTENDING: Members: Chairman Mike Ragsdale, George Van Bergen and David Knowles, Metro Council; Bob Woodell, Port of Portland; Roy Rogers (alt.), Washington County; Marjorie Schmunk, Cities of Multnomah County; Dave Sturdevant, Clark County; Pauline Anderson, Multnomah County; Gary Demich, WSDOT; Bob Bothman, ODOT; Ed Lindquist, Clackamas County; Nick Nikkila (alt.), DEQ; Craig Lomnicki, Cities of Clackamas County; Jim Cowen, Tri-Met; Scott Collier, City of Vancouver; and Clifford Clark, Cities of Washington County

Guests: Don Adams (JPACT alt.), Ted Spence Bob Royer, and Lee LaFontaine, ODOT; Keith Ahola (JPACT alt.), WSDOT; Les White (JPACT alt.), C-TRAN; Steve Dotterer and Grace Crunican, City of Portland; Carter MacNichol (JPACT alt.) and Bebe Rucker, Port of Portland; G.B. Arrington, Tri-Met; Richard Ross, City of Gresham; Tom VanderZanden and Rod Sandoz, Clackamas County; Bruce Warner, Washington County; and Susie Lahsene, Multnomah County

Staff: Andrew Cotugno, Ethan Seltzer, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

The meeting was called to order and a quorum declared by Acting Chairman George Van Bergen. Upon Mike Ragsdale's arrival, the chairmanship changed hands.

MEETING REPORT

The March 8, 1990 JPACT meeting report was approved as written.

RESOLUTION NO. 90-1234 - APPROVING THE FY 1991 UNIFIED WORK PROGRAM

Andy Cotugno highlighted the transportation planning work elements in the FY 91 Unified Work Program along with an

JPACT
April 12, 1990
Page 2

accompanying resolution (No. 90-1235) certifying the Portland metropolitan area to be in compliance with federal planning requirements.

Andy pointed out the regional transportation priorities adopted by JPACT on January 18 are reflected on page 11 of the UWP document.

Bob Woodell indicated the Port's concern over how the various rail studies might impact the Portland International Airport and I-205 analysis. His particular concern was the risk of losing the \$16 million of buslane withdrawal funds. He questioned what would happen to the \$16 million if the Milwaukie corridor was chosen as the next priority over the I-205 corridor. Andy Cotugno indicated that Congressional action would be needed to use the funds outside the I-205 corridor. He noted that, if we were to go toward a bus-oriented corridor, Congressional action would also be needed but the money would not lapse because we are into AA.

Andy noted that, whichever corridor is pursued next, it would be pursued as a Section 3 corridor. A full-blown AA could be done now in the I-205 corridor but it would not include Section 3 funds.

Chairman Ragsdale suggested that an appropriate letter be drafted to our Congressional delegation from JPACT to ensure that the funds wouldn't be lost.

Bob Bothman commented on the significant shift in emphasis to transit in the UWP. He commented on major developments in the region and the need for more emphasis on full build-out. He felt the freeway system will break down and suggested a study that would assume full build-out and what the transportation system will be.

Andy Cotugno indicated that "build-out" is a myth, noting that we are at build-out based on a 20-year forecast of residences but that excess capacity exists for jobs. He stated that the forecast for jobs and housing is in balance.

Chairman Ragsdale cited the need for a work component that would look at modeling for a 50-year forecast, incorporating land use constraints. Bob Bothman concurred in the need of a 50-year plan. Committee members agreed to proceed with approval of the Unified Work Program recognizing that a future amendment to the UWP may be needed for such work. TPAC will be asked to consider how some of the technical questions, parameters and constraints should be inserted for that work element.

Commissioner Rogers spoke of the tremendous growth in Washington County and not being able to accommodate it, supporting consideration of a 50-year plan. Gary Demich noted that a 50-year plan is not a new concept but establishes new boundaries for long-range planning.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1234 approving the FY 1991 Unified Work Program with the recognition that a future amendment may be sought by TPAC for the above noted work study. Motion PASSED unanimously.

RESOLUTION NO. 90-1235 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Following review of the UWP resolution and explanation of the certification, the following action was taken:

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1235 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Motion PASSED unanimously.

ORDINANCE NO. 90-344 - AMENDING THE RTP DEFINING THE PRIORITY OF THE HILLSBORO CORRIDOR

A handout was distributed as a replacement to one submitted in the Agenda packet that more accurately complied with UMTA requirements for amending the Regional Transportation Plan for the Hillsboro Corridor project.

In response to a question of priority on the proposed extension to Forest Grove (page 4-22 of Exhibit A), Andy noted that the project is recognized for right-of-way protection but not being advanced for priority status. Clifford Clark indicated that it is included in the Regional Transportation Plan.

Action Taken: It was moved and seconded to recommend approval of Ordinance No. 90-344 amending the RTP defining the priority of the Hillsboro Corridor and that the third paragraph under "Background" on the Staff Report (relating to Milwaukie and I-205 corridors) be stricken. Motion PASSED unanimously.

RESOLUTION NO. 90-1179 - ESTABLISHING AN ORGANIZATIONAL STRUCTURE FOR OVERSEEING HIGH CAPACITY TRANSIT STUDIES

This resolution establishes the organizational framework for regional decisions on the LRT corridors beyond the Westside

Corridor and is intended to implement the regional priorities. Clark County's involvement would be accomplished by periodic joint meetings of JPACT and Intergovernmental Resource Center. The focus of such meetings will be corridor activities, financing and priority decisions affecting other parts of the region.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1179 establishing an organizational structure for overseeing high capacity transit studies with the sixth WHEREAS to read as follows: "WHEREAS, Metro and IRC have jointly approved a Bi-State Study work program to evaluate the adequacy of the existing transportation system and the currently adopted Regional Transportation Plan to meet existing and projected bi-state travel demands and to determine whether or not and when to initiate Alternatives Analysis/DEIS for a bi-state transit corridor; and"

Motion PASSED unanimously.

PROPOSED JPACT BYLAWS AMENDMENT

In accordance with JPACT bylaws requiring 30-day notice for consideration of proposed amendments to the bylaws, a handout was distributed (relating to representation of cities) for consideration on May 10. Chairman Ragsdale noted that Metro's Intergovernmental Relations Committee had concerns relating to the cities' representation and referred the bylaws amendment back to JPACT.

OVERVIEW OF STATE HIGHWAY PLAN UPDATE

Andy Cotugno introduced Bob Royer, Planning Engineer for the Oregon State Highway Division. Mr. Royer provided an overview on the proposed State Highway Plan update, emphasizing the kinds of improvements and financing policies to be considered.

Bob discussed the 1984 State Highway Plan followed by the framework of the proposed update. He stressed the number one priority being preservation of the system and reviewed the 10-year Modernization Plan for inclusion of Interstate, Access Oregon highways, and regional/district needs. Year 2000 funding targets were as follows: 31% - Interstate, 46% - Access Oregon Highways, and 13% - Other Highways.

Elements of the State Highway Plan included facility needs; issues pertaining to access control, land use and Access Oregon Highway policies; and financing.

Mr. Royer pointed out that, through coordinating agreements and

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Access Oregon policies, the state will work with the region to develop a partnership. The Highway Plan update should be adopted by the Oregon Transportation Commission in July.

In response to a question raised about why Sunset Highway, Highway 217 and some other routes are being deprioritized in this plan into the "Other" category, Mr. Royer commented that much of the demand on those priorities are of a local nature so the emphasis is not placed there. Bob Bothman questioned whether funds should be shifted from some Access Oregon commitments into those localized projects.

Chairman Ragsdale indicated that less monies will be available from the Federal Government and more anticipated from local governments. From a private sector perspective, he spoke of the potential of private sector contribution and commitment to the system and the need for funding transportation improvements by the development community.

Bob Bothman indicated that the federal assumptions are very conservative and that we need to be aggressive in seeking funds at the federal level. The bonding issue as well as privatization will be looked at for alternative funding.

Councilor Van Bergen noted that, in California, a high fee is charged the private sector for infrastructure development. In this regard, Chairman Ragsdale spoke of the role of the private sector in the placement and timing of the infrastructure.

Chairman Ragsdale thanked Bob Royer for his presentation.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1254 FOR THE PURPOSE
OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR
TRI-MET'S SECTION 9, INTERSTATE TRANSFER AND FEDERAL-
AID URBAN PROGRAMS

Date: April 19, 1990

Presented By: Andrew Cotugno

PROPOSED ACTION

Adoption of this Resolution would amend the Transportation Improvement Program (TIP) to include a series of revisions to Tri-Met's Section 9, Interstate Transfer and Federal-Aid Urban programs. Major elements of the revised programs for FY 1991 include:

1. Reprogramming \$6,050,090 of e(4) funds for light rail vehicles (LRV's) in FY 91 which had been allocated to other purposes.
2. Programming of \$850,000 of FAU funds for LRV's which were previously allocated to the City of Portland. In exchange, Tri-Met will provide a like amount of local funds for the City's street construction work near the Oregon Convention Center.
3. Revisions to the Section 9 Program to:
 - a. Allocate more funding (\$11.1 million) toward the purchase of LRV's;
 - b. Delay funding for LRV air conditioning retrofit, Ruby Junction storage track and double tracking of LS-1 to allow the LRV procurement to be funded in FY 91 (\$9.9 million);
 - c. Allocate \$800,000 in FY 91 for Hillsboro Extension AA/PE;
 - d. Allocate \$150,000 per year for Metro planning studies for FY 91 to FY 93; and
 - e. Reflect higher estimate of Section 9 funding available each year based on the actual FY 90 apportionment.

TPAC has reviewed this proposed TIP amendment and recommends approval of Resolution No. 90-1254.

FACTUAL BACKGROUND AND ANALYSIS

Tri-Met is seeking to acquire at least 8-10 additional light rail vehicles to improve their present spares ratio to ensure proper maintenance schedules can be met and to provide sufficient capacity to serve short-term ridership growth. Continued peak-hour ridership growth since opening day has forced Tri-Met to minimize spares in order to maximize actual operating capacity. As ridership continues to grow, further decreases in spares as an option is no longer available. Furthermore, as the vehicles approach 250,000 miles in 1990, a higher spares ratio will be required for recommended maintenance.

In order to establish a vehicle order of at least 8-10 vehicles, Tri-Met is expecting to commit the following funding sources:

Section 9 Funding	\$11.13 m.
Previous Interstate Transfer Allocation	6.05
Federal-Aid Urban	0.85
	<u>\$18.03 m.</u>

To implement procurement of additional LRV's, Tri-Met is proposing the following strategy based on Section 9 funding and e(4)/FAU funding:

PROGRAM:

1990	\$ 8,107,806
1991:	
1. Operating Assistance	\$ 4,841,744
2. Light rail vehicles (5-6), spare parts, cost allocation, consultant services	11,131,374
3. Westside P.E./FEIS	610,400
4. Hillsboro Extension A.A./P.E.	800,000
5. Metro Planning Studies	<u>150,000</u>
	\$17,533,518
1992	\$ 5,475,270

INTERSTATE TRANSFER/FEDERAL-AID URBAN

Tri-Met proposes to allocate its entire remaining e(4) allocation to the LRV plan. This is to be accomplished by the following action:

<u>Project</u>	<u>Existing</u>	<u>Proposed</u>
Bus Acquisition Reserve	\$2,100,000	0
Banfield LRT Capital Grant	1,000,000	0
Bus Purchase - Standards	1,259,194	0
Tri-Met Reserve	246,952	
LRV Purchase	1,444,844	\$6,050,990
TOTAL	\$6,050,990	\$6,050,990

Additional to the above is \$850,000 of FAU funds allocated to the City of Portland. In exchange for use of these funds, Tri-Met will provide an equal amount of local funds for use by the City for street construction near the Convention Center.

SECTION 9 FUNDING LEVEL

The published TIP documented the overall level of funding expected in the Section 9 Program of \$110,801,215. This TIP amendment incorporates a \$2.1 million increase in this assumption based upon the following revenue assumptions:

<u>Year</u>	<u>Amount</u>
FY 83-90	\$91,361,190
Past Grants	\$74,072,709
Available Carryover	\$17,288,481
Anticipated 1991	10,941,744
Anticipated 1992	10,575,270
TOTAL	\$112,878,204

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1254.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 90-1254
TRANSPORTATION IMPROVEMENT PROGRAM)	Introduced by
FOR TRI-MET'S SECTION 9, INTERSTATE)	Mike Ragsdale, Chair,
TRANSFER AND FEDERAL-AID URBAN)	JPACT
PROGRAMS)	

WHEREAS, JPACT has previously approved an overall funding program proposed for transit improvements; and

WHEREAS, Tri-Met has prepared a revised program of projects for FY 1991 focusing on light rail vehicle procurement; and

WHEREAS, By combining Section 9, Interstate Transfer and Federal-Aid Urban funds Tri-Met can submit grant applications for FY 1991 for operating, planning and capital purposes; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the Section 9 Program of projects for FY 1991:

FY 91 Operating Assistance	\$ 4,841,744
Light rail vehicles (5-6), spare parts, cost allocation, consultant services	11,131,374
Westside P.E./FEIS	610,400
Hillsboro Extension A.A./P.E..	800,000
Metro Planning Studies	<u>150,000</u>
TOTAL	\$17,533,518

2. That \$6,050,990 of Interstate Transfer funds currently assigned to Tri-Met projects be reassigned to light rail vehicle procurement for FY 1991.

3. That \$850,000 of FAU funds allocated to the City of Portland be transferred to Tri-Met in exchange for local funds

provided by Tri-Met, as agreed upon by the two agencies.

4. That the Transportation Improvement Program be amended to incorporate these allocations and project changes.

5. That these actions are consistent with the Regional Transportation Plan and affirmative Intergovernmental Project Review is hereby given.

ADOPTED by the Council of the Metropolitan Service District this 24th day of May, 1990.

Tanya Collier, Presiding Officer

BP:ACC:lmk
90-1254.RES
5-1-90



METRO

Memorandum

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

DATE: April 11, 1990

TO: Joint Policy Advisory Committee on Transportation
(JPACT)

FROM: *AC* Andrew C. Cotugno, Transportation Director

RE: JPACT BYLAWS AMENDMENT

The Metro Council Intergovernmental Relations Committee, at their April 10, 1990 meeting, approved a motion to seek JPACT's concurrence on a possible amendment to the JPACT Bylaws:

To require that the city of largest population be either the member or the alternate for the "Cities of each County" if that city's population constitutes the majority of the population of all the cities represented in that county.

A copy of the proposed amendment is attached together with an analysis of the various city populations in each county. According to these data, only the seat for the "Cities of Multnomah County" would be affected by this amendment. Action on the proposal will be scheduled for the May 10 JPACT meeting.

ACC:mk

Attachments

PROPOSED AMENDMENT

Article IV - Committee Membership

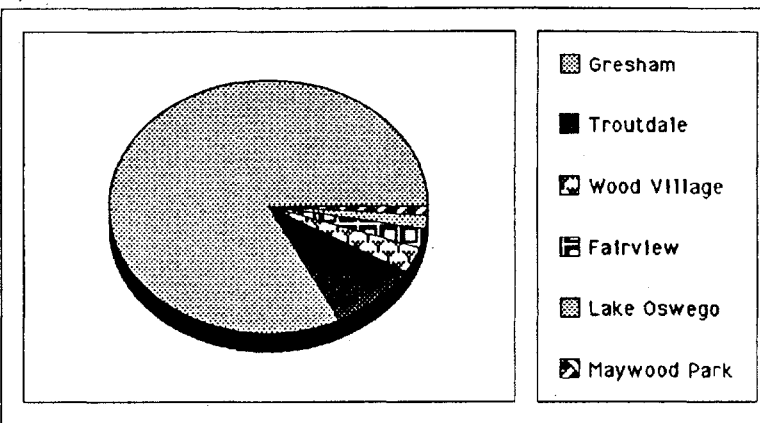
Section 2. Appointment of Members and Alternates

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriated transportation coordinating committees for their area.

1989 City Population

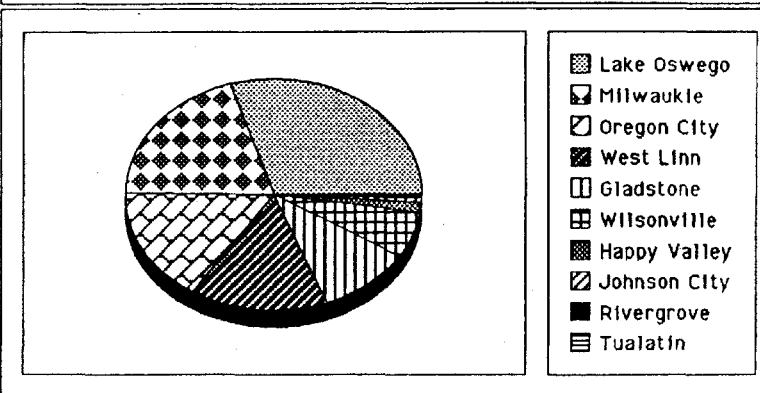
Multnomah County

	Population	% of Total
Gresham	65470	82.2%
Troutdale	7375	9.3%
Wood Village	2610	3.3%
Fairview	1975	2.5%
Lake Oswego	1430	1.8%
Maywood Park	830	1.0%
Total	79690	100.00%



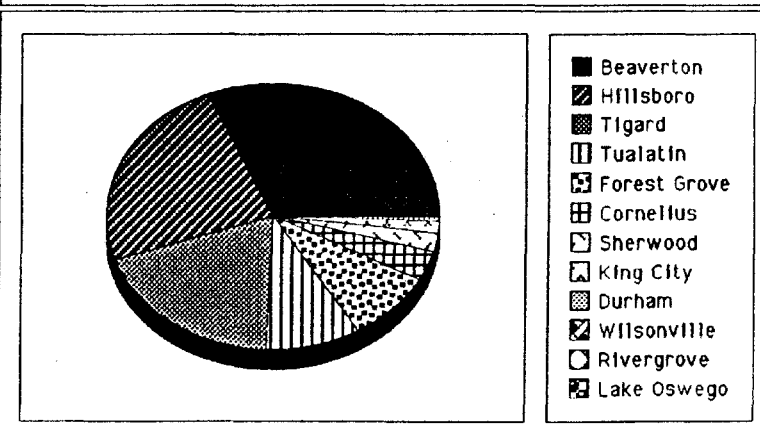
Clackamas County

	Population	% of Total
Lake Oswego	27990	29.8%
Milwaukie	18830	20.0%
Oregon City	14975	15.9%
West Linn	14270	15.2%
Gladstone	9685	10.3%
Wilsonville	5770	6.1%
Happy Valley	1530	1.6%
Johnson City	480	0.5%
Rivergrove	305	0.3%
Tualatin	160	0.2%
Total	93995	100.0%



Washington County

	Population	% of Total
Beaverton	44265	31.3%
Hillsboro	33810	23.9%
Tigard	27050	19.1%
Tualatin	13180	9.3%
Forest Grove	12180	8.6%
Cornelius	5105	3.6%
Sherwood	3000	2.1%
King City	1955	1.4%
Durham	800	0.6%
Wilsonville	30	0.0%
Rivergrove	30	0.0%
Lake Oswego	5	0.0%
Total	141410	100.0%





METRO

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

Memorandum

Date: May 1, 1990

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Re: Surface Transportation Act Update -- Position Paper

Attached is a concept proposal from the STA Subcommittee for an approach to reauthorization of the Surface Transportation Act. The essential recommendation is to advocate for an expanded program level, thereby allowing funds toward a "Flexible Mobility Program" to allow each area to determine how to best meet its mobility needs. This structure, however, is recommended only if the overall program funding level is increased and can only be distributed to areas that can demonstrate that they can make effective use of the funds if distributed in a flexible manner.

Guidance from JPACT is needed on:

- a) Whether this program concept can be supported;
- b) Whether the subcommittee should develop the concept into a more concrete recommendation; and
- c) How proactively should this concept be advocated to our delegation, to our respective national organizations and through the Congressional hearings process.

ACC:lmk

Attachment

Portland Regional Position
Federal Surface Transportation Act Update

I. The top priority issues for the region are as follows:

- A. Expand funding for New Rail Starts.
- B. Maintain at least the current funding levels for FAU (urban arterials) and Section 9 (transit operations and routine capital).
- C. Maintain an Interstate-4R formula favorable to Oregon based on mileage rather than vehicle miles traveled or population.
- D. Link transportation funding availability and flexibility to a region's ability to meet enhanced land use planning requirements and requirements for coordination of decision-making to ensure federal funds are spent responsibly.

II. If the Surface Transportation Act is renewed at the existing overall program level, maintain a categorical funding structure comparable to existing programs. The existing structure and funding level is as follows:

<u>Highways</u>	<u>Transit</u>
FAI \$ 3.15 b.	Sec. 3 bus \$223 m.
FAI-4R. 2.815	Sec. 3 New Start 446
FAP 2.325	Sec. 3 Rail Mod. 446
FAS 0.6	
FAU 0.75	Sec. 9 Operations. 929.4
HBR 1.63	Sec. 9 Capital 1,303.2
HES 0.17	
RR/Xing 0.16	Inter. Transfer. 200
Inter. Transfer 0.74	Sec. 18 (Rural). 67.4
Misc. Other <u>0.26</u>	
\$12.6 b.	Sec. 16(b)(2) (E&H) 35
	Planning 50
	Administration <u>50</u>
	\$ 3.75 b.

III. Advocate for an expanded funding level through a combination of drawing down the Trust Fund balances and increased user fees. Increase the program level as follows:

Highways: from \$12.6 billion to \$15-20 billion
Transit: from \$3.75 billion to \$5-9 billion

- IV. At an expanded funding level, structure the transit and highway funding programs around the following general categories:

National Highway System
Flexible Mobility Program - Urban/Rural
Transit Discretionary Program

- A. At the minimum level (Level 1) of the expanded program (\$15 billion highways/\$5 billion transit):
1. Target the highway funding predominantly toward the National Highway System; and
 2. Target the transit funding predominantly toward the formula program for routine capital and operations.
- B. At the higher level (Level 2) of an expanded program (\$20 billion highways/\$9 billion transit):
1. Shift a greater emphasis in the highway funding toward the Flexible Mobility Program; and
 2. Shift a greater emphasis in the transit program toward the Transit Discretionary Program.

- V. Key program elements of the National Highway System are as follows:

- A. Program funding level:

Level 1 = \$9 billion
Level 2 = \$10 billion
Note: status quo = \$8 billion

- B. Program is targeted toward preservation and modernization of a National Highway System (urban and rural) comprised of existing Interstate routes with the addition of the significant portions of the Primary system.
- C. Program is administered by the states; existing MPO requirements apply in urban areas.
- D. The allocation formula to distribute the funds to the states should be based upon system mileage, preferably Interstate mileage, rather than vehicle miles traveled or population.

VI. Key program elements of the Flexible Mobility Program are as follows:

A. Program funding level:

Level 1 = \$6 billion highways/\$2.8 billion transit
Level 2 = \$10 billion highways/\$4.5 billion transit
Note: status quo = \$4 billion highways/\$2.3 billion transit

B. The program should have a statutory urban/rural split.

C. Distribution to urban/rural areas should provide for a hold-harmless base level equivalent to existing categorical distributions and should guarantee existing recipients that they will get at least the level provided under the existing STA:

Urban recipients:

FAU \$0.75 billion
Section 9 . \$2.2 billion

Rural recipients:

FAS \$0.6 billion
Section 18. \$.07 billion

D. Provide the expanded funding level to each urban/rural area by formula to be used for mobility purposes at the discretion of the area (highway, arterial, bus, rail); each area qualifies for its expanded share only if minimum standards can be met regarding coordination of transportation investments with land use planning and coordination between transportation decision-making bodies. This is to ensure that funding that is provided in a flexible manner is used responsibly.

E. Funding not distributed to an area due to ineligibility of meeting the minimums is redistributed to remaining recipients the next year.

F. Urban funding is allocated through MPO's; rural funding is allocated through agreement between state and local governments.

VII. Key program elements of the Transit Discretionary Program are as follows:

A. Program funding level:

Level 1 = \$2.2 billion

Level 2 = \$4.4 billion

Note: status quo = \$1.1 billion

B. Funding is distributed on a discretionary basis by UMTA under the following categorical guidelines:

40% - Rail Modernization

40% - New Rail Starts

10% - Bus Capital

10% - Flexible

C. Urban areas must meet minimum standards for land use planning and coordination of decision-making to qualify for New Rail Start funding.

VIII. Miscellaneous Other Issues

A. Local match ratios should be consistent across program areas intended to fund system expansion and modernization so as not to bias one mode over another.

B. We have no position on whether there should be a final year appropriation to complete the Interstate system; Oregon would not benefit if there were.

C. We have no position on whether there should continue to be a program for highway demonstration projects.

D. We should oppose a funding program tied to new Interstate links; if an area wants a new link, it should be funded through its allocation for the National Highway System.

E. Should we have a position on whether to advocate continued general fund support for transit or replacement with user fees?

Expanded Federal Transportation Program

Highway Program

Level 1 = \$15.0 billion

Level 2 = \$20.0 b.

(Note: Status Quo = \$12.6 b.)

Transit Program

Level 1 = \$5.0 billion

Level 2 = \$9.0 b.

(Note: Status Quo = \$3.75 b.)

1) \$9.0 b.
2) \$10.0 b.
Status Quo = \$8 b.

1) \$6.0 b.
2) \$10.0 b.
Status Quo = \$4 b.

1) \$2.8 b.
2) \$4.5 b.
Status Quo = \$2.3 b.

1) \$2.2 b.
2) \$4.4b.
Status Quo = \$1.1b.

National Highway System

- 1) Includes Interstate plus Highways of National Significance
- 2) Formula weighted to system miles
- 3) Establish minimum pavement standards
- 4) State Allocates

Flexible Program

Urban

- 1) Hold harmless:
FAU = \$0.75 b.
Sec. 9 = \$2.2 b.
- 2) Funding above the hold-harmless level requires meeting minimum standards for planning/decision-making
- 3) Available for City/County/State Hwys. + Arterials, Transit operations/routine capital
- 4) MPO's Allocate

Rural

- 1) Hold harmless:
FAS = \$0.6 b.
Sec. 18 = \$0.07 b.
- 2) Available for State/County/City roads, rural transit operations/capital
- 3) State/locals allocate

Transit Discretionary

- 1) New Starts 1) \$0.9 b.
 2) \$1.8 b.
 Status Quo = \$0.45 b.
- 2) Rail Mod. 1) \$0.9 b.
 2) \$1.8 b.
 Status Quo = \$0.45 b.
- 3) Bus Related 1) \$0.4b.
 2) \$0.8 b.
 Status Quo = \$0.2 b.
- 4) UMTA allocation
- 5) Must meet minimum planning/decision-making requirements to qualify for New Rail Starts

COMMITTEE MEETING TITLE JPACT

DATE 5-10-90

NAME	AFFILIATION
✓ MA - Carter Mac Neel	Port
✓ G - Beke Rucker	Port
✓ M - FRED HANSEN	OREGON DEQ
✓ M - Marjorie N. Schmunk	City of Mult County
✓ M - DAVE STURDEVANT	CLARK County
✓ M - Pauline Anderson	Mult. Co.
✓ M - Bonnie L. Haus	Washington County
✓ M - Ernest ³⁰	metro
✓ M - Ernest ³⁰	Clackamas Co.
✓ M - Bob Bloman	ODOT
✓ M - David Knowles	metro
✓ M - Gary Demich	WSDOT
✓ M - JIM COWEN	TRI/MET
✓ M - Scott A. Collier	City of Vancouver
✓ M - Clifford Clark	City of Washington County
✓ MA - Craig J. Tomnick	City of Clark Co.
✓ G - Oily Mullery	Intergovernmental Resource Center
✓ G - Donna	WASH. COUNTY
✓ G - Les White	C-TRAW
✓ G - Howard Harris	DEB
✓ G - DAVE WILLIAMS	ODOT
✓ G - STEVE DOTTERER	CITY OF PORTLAND
✓ G - TOM VANDERZANDEN	CLACKAMAS COUNTY

