

COMMITTEE MEETING TITLE

JPACT

DATE

5/14/81 - 7:30am

NAME

AFFILIATION

G	Marty Nizlek	Wash. County
M	Donna Woodward	CLACKAMAS COUNTY
M	Dick Porosnowski	City of Vancouver
M	Bill Young	D.E.Q.
M	Al Myers, Mayor	City of Gresham
M	Bob Blum	ODOT
S	Andy Coty	Metro
M	Steve Jennings	TRI-MET
M	Wm. Veysey	Clark County
M	Charlie Witherspoon	Metro
M	LARRY COLE	CITY OF BEAVERTON
M	ED FERGUSON	WSDOT
M	Mildred Schwab	City of Portland
G	Ted Spence	ODOT
G	Ninston Kurth	Clackamas Co.
G	PAUL BAY	TRI-MET
G	STEVE DOTTERER	CITY OF PORTLAND
S	Rita Potts	Metro
G	George Stillman	Multnomah Co.
G	Jim Mallery	Regional Planning Council of Clack Co.
G	David Pugh	WSDOT
G	Sarah Salazar	Port of Portland
S	Keith Lawton	Metro.
M	Robin Lundquist	Gladstone
S	BICK Gustafson	Metro
G	Peter Walker	CITY OF GRESHAM
M	Dennis Buchanan	Mult. Co.
G	Richard Benz	FHWA Region 10

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: Endorsing Project Priorities Using Supplementary
Interstate Transfer Funds Expected for FY 1981

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which prioritizes highway projects using supplementary Interstate Transfer funds in FY 1981. This action is consistent with the Five Year Operational Plan.
- B. POLICY IMPACT: This action:
- Establishes projects and amounts eligible for use of \$12.6 million supplementary Interstate Transfer funds expected for FY 1981.
 - Establishes two contingencies to ensure that all FY 1981 Interstate Transfer highway funds (\$21.0 million + \$12.6 million) are fully obligated by September 30, 1981.
 - Establishes sufficient 'over-programming' to utilize an additional \$2.4 million, which if not used by other areas in the State, can be used by the Metro region.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: In February, 1981, Metro Council endorsed a series of projects (Priority I) eligible for use of the then available \$21.0 million of Interstate Transfer funding for highway projects. The same action established additional project priorities (Priority II) to utilize supplementary funds should they become available.

Some \$15.0 million of supplementary Interstate Transfer funds are expected for the State of Oregon for use on highway projects. Of this amount, \$2.4 million is to be allocated elsewhere in the state, and if not used by September, can be made available to the Portland region rather than be lost.

The Transportation Improvement Program (TIP) Subcommittee convened May 21 for the purpose of developing recommendations for use of supplementary Interstate Transfer funds. These recommendations, detailed in Exhibit A, were based on Priority II projects as to probable obligation in FY 1981.

The Subcommittee recommends the following:

- Priority I No changes in projects (includes approximately \$1 million in overprogramming).
- Priority II Projects in the amount of \$12.5 million including \$350,000 as a provision for cost overruns, and \$967,466 to compensate for overprogramming Priority I projects. These projects were drawn from those originally endorsed by Council as Priority II or Priority III. In some cases, they represent a need for additional funds (cost overrun) or represent a new project.

- Contingency I These projects were established to ensure that all funds available will be obligated in FY 1981. The conditions set forth are:
1. Projects itemized in Priority II are to be ready to implement and obligate by September 30, 1981. If not then,
 2. On August 1, 1981, ODOT will obligate part or all of Contingency I projects.

These projects are readily implementable but are of lesser priority than Priority II. As such, they will be obligated as needed in order to fully utilize the \$12.6 million.

- Contingency II As an additional backup and in the event more Interstate Transfer funds become available, or more project schedules slip, these contingency projects are recommended from those originally endorsed for Priority III. They are readily implementable but of lesser priority.

- B. **ALTERNATIVES CONSIDERED:** Metro, along with all other jurisdictions in the region, has aggressively solicited increased Interstate Transfer funds. Not to fully utilize available funds would seriously jeopardize future negotiations with U.S. Department of Transportation (USDOT). In evidence of good faith, the TIP Subcommittee

has developed a strategy to utilize the funds based on viable projects and sufficient "shelf" projects to cover unforeseen circumstances.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BP/srb
3309B/236

FOR THE PURPOSE OF ENDORSING)
PROJECT PRIORITIES USING)
SUPPLEMENTARY INTERSTATE TRANSFER)
FUNDS EXPECTED FOR FY 1981)

WHEREAS, The Metro Council adopted Resolution No. 81-223 which endorsed Priority I highway projects using \$21.0 million of Interstate Transfer funds in FY 1981; and

WHEREAS, By this same action projects using supplementary Interstate Transfer funds if they become available were endorsed as Priority II; and

WHEREAS, Metro and other jurisdictions have aggressively sought additional Interstate Transfer funds over those allocated to the region; and

WHEREAS, Supplementary Interstate Transfer funds to the region in the amount of \$12.6 million are expected for FY 1981; and

WHEREAS, The Transportation Improvement Program (TIP) Subcommittee has refined Priority II projects in keeping with their current status and probability of implementation in FY 1981; and

WHEREAS, The TIP subcommittee has developed a strategy to ensure that all available Interstate Transfer funds are fully obligated by September 30, 1981; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects identified as priority II (Exhibit A) as eligible for use of supplementary Interstate Transfer funds for highway projects subject to the following conditions:

- a. They will be submitted to FHWA for funding by September 30, 1981

b. Those Priority II projects that cannot be submitted by that date will be substituted on August 1, 1981 with projects selected from Contingency I projects.

2. That the Metro Council endorses Contingencies I and II and supports the strategy of fully obligating all Interstate Transfer funds made available to the region.

BP/srb

3309B/236

EXHIBIT A

INTERSTATE TRANSFER PROJECT - HIGHWAY RECOMMENDATIONS FOR UTILIZATION OF SUPPLEMENTARY FUNDS (in millions)

	<u>WORK</u>	<u>AMOUNT</u>	<u>COMMENTS</u>
1. Adopted Priority I Projects		\$21.967	
2. Recommended Priority II Projects			
a. Priority Commitment			
Cost Overrun Provision	-	0.350	
Priority I Overprogramming	-	0.967	
Burnside/Tichner	CON	0.265)	Replaces Going Noise
14th/16th Couplet	CON	0.650)	Priority II Project
Columbia/47th Signal	CON	0.057)	
Basin-Going Interchange	CON	1.689	Original Priority II
221st/223rd	CON	2.275	+ \$300,000 for ROW
158th/Jenkins			+ \$520,000;
185th-Walker to Sunset	CON	3.350	\$500,000 also
			included in
			Contingency I
Beaverton/Hillsdale Signals	PE	0.010	Original Priority II
Nyberg Road	CON	0.166	Additional Priority
			I Cost
Clackamas Town Center			
Signals	CON	0.080	New Project
72nd Avenue Interchange	R/W	0.200	Emergency ROW
Oswego Creek Bridge	CON	2.415	Original Priority II
TOTAL		12.474	
b. Contingency I Projects			
Sandy TSM	R/W	0.030	
Gladstone/Milwaukie TSM	CON	0.248	
Price-Fuller/Harmony			
King/Harmony			
158th/Jenkins)	CON	0.500	Additional to
185th-Walker to Sunset)			Priority II
Barnes Road	R/W	0.210	
Powell II	R/W	2.066	
Cherry Park Road	CON	0.957	
TOTAL		4.011	
c. Contingency II Projects			
Barbur/Terwilliger	PE	0.375	Additional to
			Priority I

Burnside/Tichner	R/W	0.045	
39th Avenue Corridor	CON	1.700	
185th-Walker to Sunset	CON	0.500	
Cornell Road	PE	0.053	Additional to
			Priority I
BH Signal Intertie	CON	0.100	
Oatfield/Thiessen TSM	CON	0.240	
Highway 212 - Unit 1	CON	2.000	
RR/Harmony	PE	0.230	
257th Avenue	PE	0.103	
	TOTAL	5.346	

BP/srb
3309B/236



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: June 4, 1981
To: JPACT
From: Richard Brandman, Air Quality Program Manager
Regarding: Air Quality Update

R. Brandman

I. Background

Since last September's briefing on the status of Portland's ozone problem and potential control measures, there have been several major developments. Most importantly, the DEQ now projects that the region will be in attainment of the federal ozone standard by 1987, and possibly much sooner. The reason for this is not because our air is getting cleaner more quickly than we had projected, but because of a change in the methodology that is used to measure ambient air quality. This change in the monitoring methodology was mandated by EPA in 1979 at the same time that the federal ozone standard was raised from .08 ppm to .12 ppm.

At the time the methodology was changed, EPA felt that the change would affect measured ozone concentrations by less than 10 percent. However, analysis by the DEQ shows that the change has actually reduced measured concentrations by a minimum of 15 percent and, in some instances, by as much as 50 percent. Because past air quality data is used in projecting future air quality, it was necessary to go back and adjust the measured air quality concentrations in 1976-1978 to make them compatible with data from 1979-1980.

EPA has given the region their approval for reducing the 1976-1978 data by 15 percent, while they are studying the issue of whether an even greater reduction is warranted. The outcome of this change is shown in the attached Figure 1. This figure shows the total hydrocarbon emissions (the major precursor of ozone) in the region from 1977 to 1987, assuming that Oregon would maintain its biennial vehicle inspection program and that Clark County would institute an annual inspection program in 1982. The line at 158,560 kg/day represents the maximum level of hydrocarbons which can be emitted without violating the federal ozone standard. (Before the data was adjusted, 118,000 kg/day represented the federal standard.) As you can see, with our base case assumptions, the region is projected to be in compliance around 1986 and would have a cushion in 1987 of approximately 9,000 kg/day.

On April 9, however, the Washington Department of Ecology announced that it was dropping its vehicle inspection program in Clark County. Metro, DEQ and the Portland Air Quality Advisory Committee all urged EPA to continue to require the Clark County program. EPA feels that it is appropriate to look at this summer's ozone data before making a final determination on the matter. If the Clark County inspection program is not implemented, the region's new 1987 base line projection would be approximately 152,000 kg/day, which is still within our goal.

EPA has assured us that we are now "safe" in using this new goal. If DEQ is successful in convincing EPA that the 15 percent reduction is too conservative a number, however, the region's allowable hydrocarbon emissions would be even higher than 158,560 kg/day, making our 1987 cushion even greater.

There are still several issues which must be resolved before we can "definitely" state that there is no ozone problem in the region, however. The first is that the Natural Resources Defense Council (NRDC) sued EPA in November, 1979 over the very issue described in this report -- the ozone standard being raised at the same time that the monitoring methodology was changed. Because the raising of the standard was based on health effects data measured with the old methodology, the NRDC argued that, in effect, the standard was raised higher than was actually intended. A decision is expected soon in this case, and if the court agrees with the NRDC, the ozone standard could be lowered. This would either reduce our cushion or require some control measures, depending on the magnitude of change in the standard.

The second issue is that the State of Oregon still has a state ozone standard of .08 ppm. The Environmental Quality Commission has announced that it will reconsider the state standard after the NRDC suit has been resolved. If the .08 ppm standard is maintained, the target for hydrocarbon emissions would then be approximately 92,000 kg/day, which would require the implementation of additional control measures.

The last issue concerns the region's commitment to write and adopt an air quality State Implementation Plan (SIP). Because we are still an ozone nonattainment area (due to the number of violations of the federal standard that have occurred in the last three years), we are legally required to produce an SIP. If the region exceeds the federal ozone standard less than three days this summer, however, we will be declared an attainment area and would no longer be required to write an SIP. For this reason, Metro and DEQ have agreed to postpone writing the SIP until this summer's ozone data is evaluated. If we have a "clean" summer, Metro and DEQ would not write an SIP.

II. Air Quality Committee Recommendation

The Air Quality Advisory Committee, which has met many times during the past two and one-half years, feels that even without the need for an SIP, there are still transportation and stationary source control measures which are cost-effective and beneficial to implement. At their May 26, 1981 meeting, the Committee passed the attached resolution which specifies these measures. The resolution reaffirms the commitment to post air pollution control measures and identifies additional control measures that should be pursued regardless of the region's attainment status. If this summer's ozone data proves the region is in attainment, this resolution may be the final action for ozone pollution. If we are not in attainment, the resolution identifies an additional category of control measures that could be picked from this fall for inclusion in the SIP.

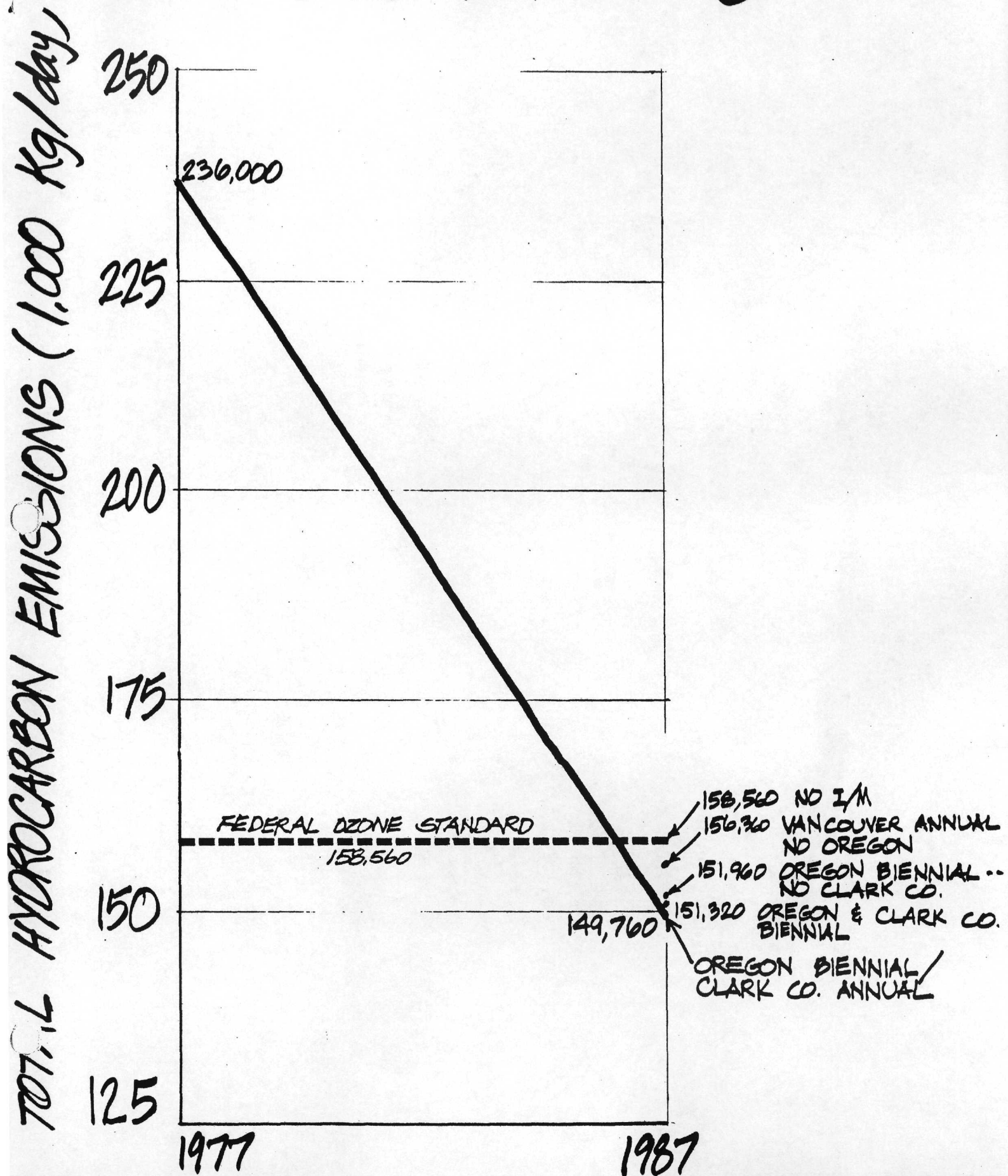
Dr. Bob O'Brien, a chemistry professor at Portland State University and a member of the Committee, will present the Committee's recommendation at the June 11 JPACT meeting.

RB:lmk

Enclosures

FIGURE 1

BASE CASE EMISSIONS



R E S O L U T I O N

WHEREAS, the Portland Air Quality Maintenance Area is in violation of Federal and State ozone standards; and

WHEREAS, the Portland Air Quality Advisory Committee was formed to make recommendations to DEQ on stationary source control measures and Metro on transportation control measures that would assist the region in meeting and maintaining these State and Federal standards; and

WHEREAS, Metro and DEQ have completed their analysis of the effectiveness and cost of various control measures; and

WHEREAS, there will be delays in recommendations for the SIP until Fall 1981 because of uncertainties about the region's ozone attainment status and the ozone standard; and

WHEREAS, the Advisory Committee has reviewed the potential new control measures and selected those that would assist in the attainment and maintenance of air quality standards as well as provide significant other benefits to the transportation and energy systems of the region;

NOW, THEREFORE, the Portland Air Quality Advisory Committee recommends to DEQ and to Metro that:

1. All previously adopted measures that assist in the reduction of air pollution be actively pursued and implemented. These include, but are not limited to the biennial vehicle inspection and maintenance program, Round I and II volatile organic compound controls, improved public transit, selected bus and carpool lanes, area-wide carpool programs, parking controls, selected park and ride lots, employer programs to encourage carpooling and vanpooling, traffic flow improvements and bicycle programs.
2. Additional potential control measures be ranked by the following classifications:
 - A. Most beneficial and feasible to be developed and implemented to the extent possible:
 - Transit Development Plan
 - Ramp metering
 - Transit fare incentives, such as special off-peak fares and employer paid transit benefits
 - Vanpool and carpool incentives including preferred parking location and reduced cost
 - Parking management
 - Bicycling
 - Paper coating, BACT (best available control technology) changes

- Architectural coatings
- Dry cleaning, Stoddard solvent control

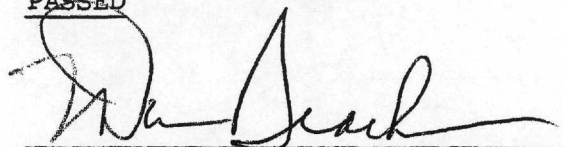
B. Less feasible but retained for further consideration,
if necessary to attain or maintain standards:

- Annual inspection maintenance
- Park and Ride facilities
- Trip consolidation
- Gasoline vapor from barge loading
- Ethanol from bakeries
- Service station unloading (Stage II)
- Paper coating, LAER (lowest achievable emission rate) changes

C. Least feasible and dropped from further consideration:

- One dollar (\$1.00) surcharge for work trips
- Gas tax
- Wood furniture coating
- Automobile refinishing

PASSED



T. Dan Bracken, Chairman
Portland Air Quality Advisory Committee

5/27/81
Date

AGENDA MANAGEMENT SUMMARY

TO: Metro Council
FROM: Executive Officer
SUBJECT: Recommendation of Air Quality Advisory Committee

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Acknowledgment of the attached recommendation of the Air Quality Advisory Committee and consideration of the recommendation when making decisions regarding transportation plans and policies.
- B. POLICY IMPACT: The recommendation is advisory to both JPACT and the Metro Council. It should be considered in the decision-making process of transportation funding priorities and projects to be incorporated in the Regional Transportation Plan. Both TPAC and JPACT have reviewed the Air Quality Committee's recommendation.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Since last September's briefing on the status of Portland's ozone problem and potential control measures, there have been several major developments. Most importantly, the DEQ now projects that the region will be in attainment of the federal ozone standard by 1987, and possibly much sooner. The reason for this is not because our air is getting cleaner more quickly than we had projected, but because of a change in the methodology that is used to measure ambient air quality. This change in the monitoring methodology was mandated by EPA in 1979 at the same time that the federal ozone standard was raised from .08 ppm to .12 ppm.

The effect of this change was to raise the number of hydrocarbons (the major precursor of ozone) that can be emitted in the region without violating the federal ozone standard. The result is shown in the attached Figure 1. This figure shows the total hydrocarbon emissions in the region from 1977 to 1987, assuming that Oregon would maintain its biennial vehicle inspection program and that Clark County would institute an annual inspection program in 1982. The line at 158,560 kg/day represents the federal ozone standard. (Before the data was adjusted, 118,000 kg/day represented the federal standard.) As you can see, with our base case assumptions, the region is projected to be in compliance around 1986 and would have a cushion in 1987 of approximately 9,000 kg/day.

On April 9, however, the Washington Department of Ecology announced that it was dropping its vehicle inspection program in Clark County. Metro, DEQ and the Portland Air Quality Advisory Committee all urged EPA to continue to require the Clark County program. EPA feels that it is appropriate to look at this summer's ozone data before making a final determination on the matter. If the Clark County inspection program is not implemented, the region's new 1987 base line projection would be approximately 152,000 kg/day, which is still within our goal.

There are still several issues which must be resolved before we can "definitely" state that there is no ozone problem in the region, however. The first is that the Natural Resources Defense Council (NRDC) sued EPA in November, 1979 over the very issue described in this report -- the ozone standard being raised at the same time that the monitoring methodology was changed. Because the raising of the standard was based on health effects data measured with the old methodology, the NRDC argued that, in effect, the standard was raised higher than was actually intended. A decision is expected soon in this case, and if the court agrees with the NRDC, the ozone standard could be lowered. This would either reduce our cushion or require some control measures, depending on the magnitude of change in the standard.

The second issue is that the State of Oregon still has a state ozone standard of .08 ppm. The Environmental Quality Commission has announced that it will reconsider the state standard after the NRDC suit has been resolved. If the .08 ppm standard is maintained, the target for hydrocarbon emissions would then be approximately 92,000 kg/day, which would require the implementation of additional control measures.

The last issue concerns the region's commitment to write and adopt an air quality State Implementation Plan (SIP). Because we are still an ozone nonattainment area (due to the number of violations of the federal standard that have occurred in the last three years), we are legally required to write an SIP. If the region exceeds the federal ozone standard less than three days this summer, however, we will be declared an attainment area and would no longer be required to write an SIP. For this reason, Metro and DEQ have agreed to postpone writing the SIP until this summer's ozone data is evaluated. If we have a "clean" summer, Metro and DEQ would not write an SIP.

Air Quality Committee Recommendation

The Air Quality Advisory Committee, which has met many times during the past two and one-half years, feels that even without the need for an SIP, there are still transportation and stationary source control measures which are cost-effective and beneficial to implement. At their May 26, 1981

meeting, the Committee passed the attached resolution which specifies these measures. The resolution reaffirms the commitment to past air pollution control measures and identifies additional control measures that should be pursued regardless of the region's attainment status. If this summer's ozone data proves the region is in attainment, this resolution may be the final action for ozone pollution. If we are not in attainment, the resolution identifies an additional category of control measures that could be picked from this fall for inclusion in the SIP.

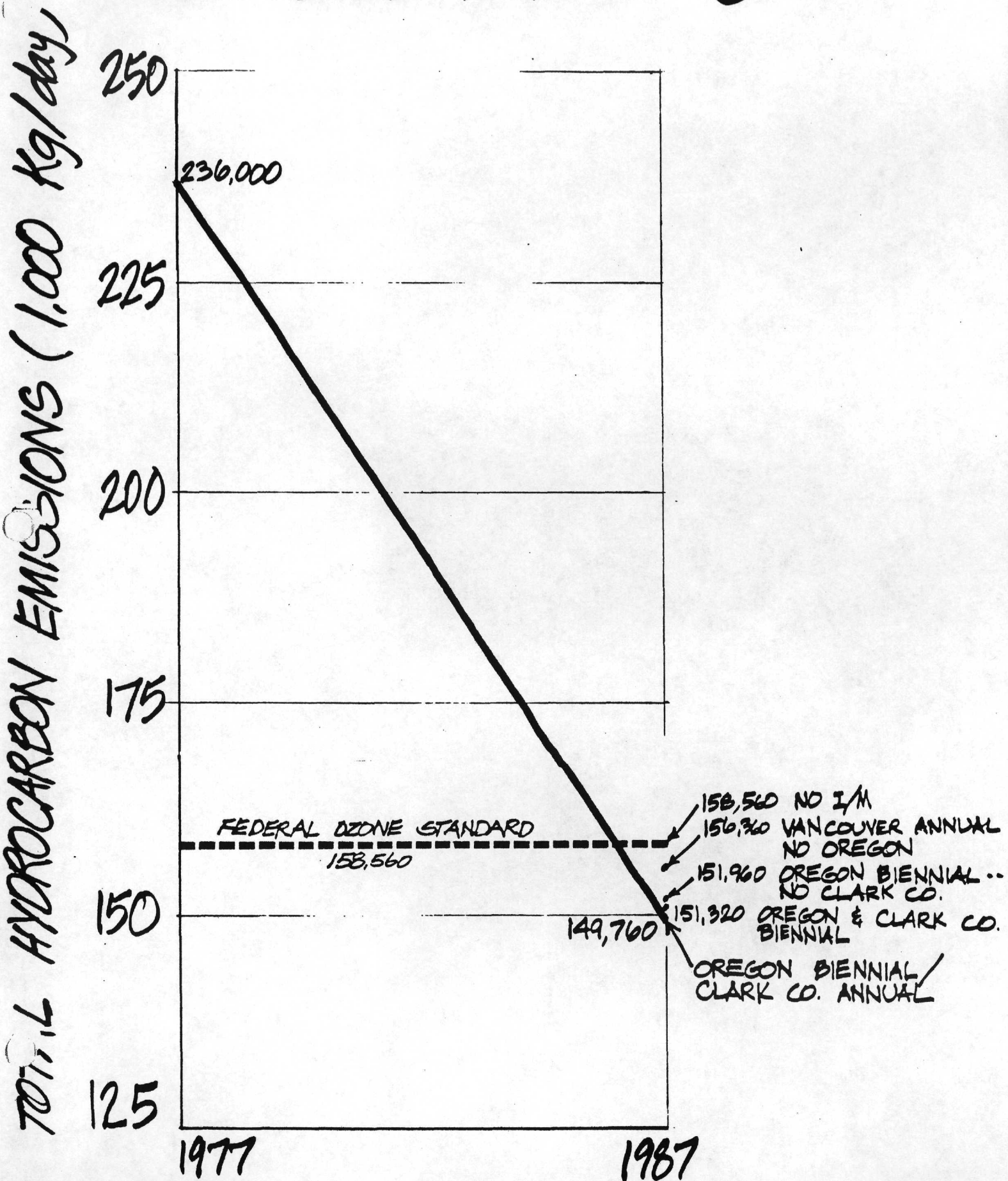
Dr. Bob O'Brien, a chemistry professor at Portland State University and a member of the Committee, will present the Committee's recommendation.

- B. ALTERNATIVES CONSIDERED: The Committee considered delaying their recommendation until this summer's ozone data was collected. Following an evaluation of the cost-effectiveness of both stationary and transportation controls, however, the Committee felt that it would be appropriate to pursue the designated measures regardless of our attainment status. The Committee's action was based partly on their feeling that the air is not getting cleaner, and it's just the rules of the game that are being changed.
- C. CONCLUSION: Metro staff recommends acknowledgment of the recommendation and consideration of the transportation control measures in the Regional Transportation Plan.

RB:lmk
6-11-81

FIGURE 1

BASE CASE EMISSIONS



R E S O L U T I O N

WHEREAS, the Portland Air Quality Maintenance Area is in violation of Federal and State ozone standards; and

WHEREAS, the Portland Air Quality Advisory Committee was formed to make recommendations to DEQ on stationary source control measures and Metro on transportation control measures that would assist the region in meeting and maintaining these State and Federal standards; and

WHEREAS, Metro and DEQ have completed their analysis of the effectiveness and cost of various control measures; and

WHEREAS, there will be delays in recommendations for the SIP until Fall 1981 because of uncertainties about the region's ozone attainment status and the ozone standard; and

WHEREAS, the Advisory Committee has reviewed the potential new control measures and selected those that would assist in the attainment and maintenance of air quality standards as well as provide significant other benefits to the transportation and energy systems of the region;

NOW, THEREFORE, the Portland Air Quality Advisory Committee recommends to DEQ and to Metro that:

1. All previously adopted measures that assist in the reduction of air pollution be actively pursued and implemented. These include, but are not limited to the biennial vehicle inspection and maintenance program, Round I and II volatile organic compound controls, improved public transit, selected bus and carpool lanes, area-wide carpool programs, parking controls, selected park and ride lots, employer programs to encourage carpooling and vanpooling, traffic flow improvements and bicycle programs.
2. Additional potential control measures be ranked by the following classifications:
 - A. Most beneficial and feasible to be developed and implemented to the extent possible:
 - Transit Development Plan
 - Ramp metering
 - Transit fare incentives, such as special off-peak fares and employer paid transit benefits
 - Vanpool and carpool incentives including preferred parking location and reduced cost
 - Parking management
 - Bicycling
 - Paper coating, BACT (best available control technology) changes

- Architectural coatings
- Dry cleaning, Stoddard solvent control

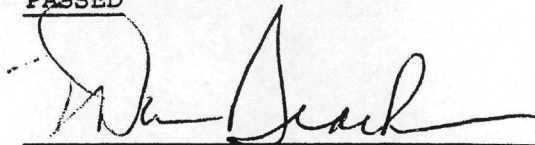
B. Less feasible but retained for further consideration,
if necessary to attain or maintain standards:

- Annual inspection maintenance
- Park and Ride facilities
- Trip consolidation
- Gasoline vapor from barge loading
- Ethanol from bakeries
- Service station unloading (Stage II)
- Paper coating, LAER (lowest achievable emission rate) changes

C. Least feasible and dropped from further consideration:

- One dollar (\$1.00) surcharge for work trips
- Gas tax
- Wood furniture coating
- Automobile refinishing

PASSED



T. Dan Bracken, Chairman
Portland Air Quality Advisory Committee

5/27/81

Date



METROPOLITAN SERVICE DISTRICT


527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

METRO

MEMORANDUM

Date: June 4, 1981

To: JPACT

From: Andrew Cotugno 

Regarding: Clark County Request for Interstate Transfer Funding

At the April JPACT meeting, Clark County Commissioner Vern Veysey and Vancouver City Councilman Dick Pokornowski formally submitted a request for Clark County projects to be considered for Interstate Transfer funding. The letter transmitting the request suggested that the Interstate Transfer Concept Plan should produce the maximum benefit to the entire region. Since Clark County contains 15 percent of the region's population, a like amount of funding should benefit Clark County.

Recommendation:

- I. JPACT should formally reject Clark County's request for consideration of Interstate Transfer funding for the following reasons:
 - a) The Interstate Transfer Concept Plan does not have to benefit the entire region and therefore 15 percent of the funding does not have to benefit Clark County. Oregon has instead prioritized Interstate funding to serve the Portland/Vancouver travel (\$250 million for I-205 and \$48 million for the I-5 Slough bridge).
 - b) Interstate funding is appropriated by Congress to each state on a formula basis. When Oregon withdrew the Mt. Hood and I-505 freeways, its appropriation was reduced approximately \$40 million/year. As such, the Interstate Transfer funding that is being received simply replaces the lost Oregon Interstate funding and should be used on Oregon projects.
 - c) With the withdrawal of the two freeways, the Federal Government committed an equivalent level of funding for substitute projects, now estimated at \$487 million. Of this amount, approximately \$360 million remains to

be received. The full \$487 million has been allocated to specific projects and specific jurisdictions. The priority-setting process now underway is strictly to establish the schedule that these projects will proceed to construction based upon limited annual appropriations. No new projects are being considered for funding and no new funding allocation is being made. As such, to allocate Interstate Transfer funding to a Clark County project (whether for FY 81, 82 or later) would require eliminating a past commitment of Interstate Transfer funding to another jurisdiction's project.

- II. Two considerations should be recognized in conjunction with this action on Interstate Transfer funding. First, under the current process, Clark County and an Oregon jurisdiction could reach an agreement to transfer funding from the Oregon project to the Clark County project with JPACT's concurrence. This transfer opportunity now exists and may become a potential strategy as new local, state and federal funding sources are investigated. Second, it is essential to recognize the interrelationship between the Oregon and Washington transportation systems and recognize they serve a single metropolitan area. As such, it is recommended that Metro and the Clark County RPC mutually specify high regional priority projects to serve as the basis for seeking creative new sources of funding. This issue is recommended to be considered by the Bi-State Coordinating Committee.

ACC:lmk