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## Meeting Notes 1996-09-12

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**METRO**

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: SEPTEMBER 12, 1996

Day: THURSDAY

Time: 7:15 a.m.

Place: METRO, CONFERENCE ROOM 370A-B

- \*1. MEETING REPORT OF AUGUST 8, 1996 - APPROVAL REQUESTED.
- \*2. TRI-MET TRANSIT CHOICES FOR LIVABILITY - INFORMATIONAL - Andy Cotugno.
- 3. RTP UPDATE WORK PROGRAM REVIEW - INFORMATIONAL - Andy Cotugno.
- \*4. STIP/MTIP UPDATE - INFORMATIONAL - Andy Cotugno.

Material enclosed.

## MEETING REPORT

DATE OF MEETING: August 8, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe and Susan McLain, Metro Council; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; Claudiette LaVert, Cities of Multnomah County; David Lohman (alt.), Port of Portland; Craig Lomnicki, Cities of Clackamas County; Gerry Smith, WSDOT; Greg Green (alt.), DEQ; Charlie Hales, City of Portland; Rob Drake, Cities of Washington County; Dave Yaden (alt.), Tri-Met; and Les White (alt.), C-TRAN

Guests: Kate Deane and Steve Dotterer, City of Portland; Brent Curtis and Kathy Lehtola, and John Rosenberger, Washington County; Tom VanderZanden, Rod Sandoz and John Rist, Clackamas County; Pat Collmeyer, Office of Neil Goldschmidt; Richard Ross, Cities of Multnomah County; Leo Huff and Dave Williams, ODOT; and Susie Lahsene, Port of Portland

Staff: Andrew Cotugno and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian  
K.D. Norris, Valley Times Newspaper

### SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe.

### MEETING REPORT

Councilor LaVert noted two corrections in the July 11 JPACT meeting report, with changes to be made as follows:

- . Substitution of Mayor Lomnicki for "Councilor LaVert" under "Action Taken" on page 5; and
- . Substitution of Councilor LaVert for "Mayor Lomnicki" under "Action Taken" on page 6.

The meeting report was approved as amended.

TITLES 2 AND 6 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Andy Cotugno explained that the *Urban Growth Management Functional Plan* has undergone intensive review by local governments. The document, as submitted, is complete and ready for consideration by the Metro Council, comprising the full text of the UGM functional plan.

In highlighting the July 26 memo from TPAC to JPACT on Titles 2 and 6 of the document, Andy noted that TPAC has suggested a few small amendments along with some clarifying language to accompany the plan. He then elaborated on the proposed amendments to Title 6 relating to accessibility under Section 4.B.2, *Transportation Performance Standards*, and Section 4.C relating to congestion management under the same heading. Andy explained the intent behind the proposed amendments and the need for further discussion on issues brought to the table in the clarifying language.

Andy reviewed the three-step process pertaining to the level-of-service standard and the CMS series of approaches to solve that problem.

Commissioner Hales spoke of the roles of MTAC/TPAC with respect to MPAC/JPACT and the need for a clear separation between that which is technical rather than policy driven. He felt it was a procedural issue and expressed concern that TPAC would propose policy to JPACT.

Commissioner Hales cited MPAC's responsibility with the Regional Framework Plan and its role as an advisory body. He acknowledged that it was evident that the language very carefully crafted by MPAC would make some transportation planners uncomfortable. He further noted that the goal of this region is different in that a land use plan has been developed that creates a different kind of environment. Mode splits are different, and transportation investments are geared to support the mode split rather than the congestion. He felt that MPAC's direction was a philosophical change; could not support the proposed amendment, and felt that land use should be the foundation of that decision.

To alleviate Commissioner Hales' concerns, Andy Cotugno noted the differences in MPAC's role created by Charter to the advisory role JPACT assumes in complying with federal MPO and conformity requirements with respect to the *Regional Transportation Plan*. He cited the need for JPACT to act on the transportation elements of the *Urban Growth Management Functional Plan*, emphasizing that, in order to have a set of plans and requirements that affect transportation, the region also needs to meet the federal side of the requirements. He spoke of the procedural issue in terms of

the mechanics of the framework plan and the importance of MPAC working with JPACT to meet those MPO requirements.

Further discussion centered on process. Commissioner Hales elaborated on the amount of time and effort MPAC spent on the UGM functional plan, that TPAC's recommendation was being submitted at a late date, and felt the proposed changes "watered down" the text.

In further discussion on the impact of these changes, Andy noted that the functional plan calls for local jurisdictions to change densities. He gave as an example a jurisdiction that changed its densities and, as a result, created congestion. They would be allowed to use these proposed standards that permit a certain amount of congestion. If the standards were exceeded, a determination would then have to be made on whether the congestion limits accessibility. If they choose to live with the congestion, consideration should also be given to the impact on the neighboring community. Commissioner Hales felt it gives local governments the excuse that they can figure out what mode split is needed to serve that congestion level.

Mayor Drake commented that he has served on MPAC and JPACT for four years, noting the differences in the charges of the two committees. He acknowledged that, while they have different perspectives, their recommendations needn't be of one accord and that any differences would be resolved by the Metro Council. He was not uncomfortable with some of the differences.

Mayor Drake noted that some of the cities in Washington County still share concerns over the minimum and maximum parking requirements. He cited the importance of being respectful of those differences that would eventually be evaluated by Metro Council.

Dave Yaden didn't feel that either amendment undermined MPAC's recommendations for Titles 2 and 6 and felt the proposed changes were appropriate. He felt neither amendment was a substantive "watering down" of MPAC's recommendation.

Commissioner Rogers felt that a lot of local jurisdictions would rather have the original language as it offered more flexibility. The proposed language actually offers some arbitration and he didn't have a problem with those changes.

Commissioner Rogers noted a memo received from Washington County transportation planners, expressing concerns relating to meeting the level-of-service and congestion/accessibility standards in Washington County and how those standards interrelate at the

local level. The letter indicated the need for clarification to be provided on those issues. Commissioner Rogers urged Metro to work with Washington County planners in application of those standards. In response, Andy Cotugno reported that Metro is involved in an effort with Washington County to do a pilot study in the Peterkort area to sort out technical procedures and apply the new method to the level-of-service standards. The process for evaluating accessibility is relatively new. The technical people need to develop methods on how to conclude their accessibility and mode split targets. Andy assured the Committee that JPACT would be involved in any changes to the RTP.

Councilor McLain clarified that any disputes arising on land use matters would be referred to MPAC while transportation issues would be referred to JPACT.

Action Taken: Mayor Drake moved, seconded by Councilor LaVert, to approve the two TPAC changes to the *Urban Growth Management Functional Plan* proposed in its July 26, 1996 memo to JPACT. The motion PASSED. Commissioner Hales voted against.

#### STIP/MTIP UPDATE

Andy Cotugno explained that ODOT and Metro will soon start the process for updating the State Transportation Improvement Program (STIP) and the Metropolitan Transportation Improvement Program (MTIP).

A revised version of the STIP/MTIP calendar was distributed. The first key benchmark falls in September/October 1996, when TPAC must approve its draft program of projects for submittal and consideration by JPACT on October 10 and Metro Council on October 17, 1996, respectively. The next important milestone is for JPACT/Metro Council adoption of the draft final MTIP/STIP in March-April 1997. Final adoption, contingent on air quality conformity analysis, is expected by Metro in August. The Oregon Transportation Commission will consider approval of the joint MTIP/STIP in September 1997.

Andy reviewed the discouraging funding outlook and the factors influencing that forecast, which included: estimated lower federal revenue; a decline in state net gas tax receipts based on inflation and increased fuel efficiency; inability to keep up with present commitments, creating a build-up of carryover projects; inability to spend carryover funds; the state's No. 1 priority of operations and maintenance being up 18 percent on an annualized basis relative to FY 96-98 expenditures, creating a smaller budget for Modernization projects; and the first year of the STIP (FY 98) having already being committed, representing draw-down of the available resources.

Andy explained that inflation has been factored in considering revenue available to the year 2001 on the funding charts.

The state is proposing to program projects up to the level of 90 percent of appropriated funds. Metro staff is proposing that projects be programmed up to the 100 percent level to allow for some project slippage. Andy noted that the \$57 million of revenue represents a four-year resource. A discussion ensued over concerns about project slippage (from FY 97 to FY 98+), its impact on the MTIP/STIP, and the need to prevent it from occurring. There is a total of \$95 million of programmed commitments through FY 98, which includes carryover from FY 97 and estimated cost increases needed to complete construction of projects authorized to obligate more limited funding commitments, against available state and regional resources totaling \$90 million. Funds have only been allocated through 1997.

Mayor Drake asked whether the U.S. 26-Camelot - Sylvan (Phase 2) project will be stretched out an additional year. Andy Cotugno noted that there are two phases that involve the Sylvan interchange that are not slipping. He cited the importance of the project staying on track. The \$4 million phase won't make it in 1997.

Councilor McLain emphasized the importance of making decisions on the level of commitment and whether that commitment is still appropriate. She felt it would be a difficult process.

Commissioner Rogers cited the need for a cash flow analysis. Andy indicated that approximately \$15 million a year will be available in terms of cash flow. The carryover is set in the hope that Congress will give spending authority to permit 105 percent of the appropriation. Carryover is about \$100 million statewide.

To clarify matters, Andy explained that in preparation for the year 2001 and beyond, there are a lot of projects under development that don't have commitments for construction. There is need to determine how much money should be spent on developing projects as opposed to construction of projects.

Andy noted that cuts from the last construction program included eastbound Camelot/U.S. Highway 217 and Camelot-Sylvan/U.S. 26 (Phase 3). Those projects have special status as they were approved through a prior resolution. Decisions on priorities are part of the process and all of this is predicated on existing or forecasted resources. None of this is based on the recommendations of the Governor's Transportation Initiative. If there are increases through the legislative process, there will need to be firm decisions made on priorities as new resources become available.

Andy highlighted the process which included:

- . A 45-day public notification process beginning in August 1996;
- . A public comment workshop to be held in September 1996;
- . TPAC and JPACT's draft recommendation in September/October 1996;
- . Project solicitation, if necessary, by jurisdictions by November 15, 1996;
- . Technical ranking of projects in January 1997;
- . Adoption of final State Modernization Program and flexible funding allocation by TPAC, JPACT and Metro Council in February/March 1997;
- . An air quality conformity analysis conducted in April-June 1997;
- . JPACT/Metro Council adoption of the final MTIP/STIP, including conformity, in August 1997; and
- . Adoption by the OTC of the joint MTIP/STIP in September 1997.

Andy pointed out that the final recommendation will be contingent upon the results of the air quality conformity analysis, indicating that some of the decisions may have to be revisited if there are problems with conformity. He cited the need to adhere to the key steps in the process and that the program is to be funded within the \$57 million state Modernization funds. Also, a decision must be made as to whether any of the flexible funds (CMAQ and Transportation Enhancement) should go toward the Modernization projects or whether any of those funds are available for flex purposes. After selection criteria has been adopted, the solicitation process will begin.

Dave Lohman asked whether there would be an impact on 1998 funds if the State Legislature provided any additional funds. In response, Andy Cotugno indicated that it would probably go toward projects in 1999. The Legislature will probably refer something to the voters such as a gas tax measure.

Andy indicated that the MTIP/STIP commitments, criteria to follow for selection, and whether there will be a flex fund to draw from will be reviewed at the September 12 JPACT meeting. Andy also spoke of air quality conformity compliance with the series of benchmark years forecast for vehicle emissions. Forecasted



JPACT  
August 8, 1996  
Page 7

emissions must stay within the Environmental Quality Commission (EQC) budget for the Portland Area Quality Maintenance Area.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members

# TRANSIT Choices for Livability

In September 1996, Tri-Met will launch a major outreach and planning effort to involve citizens in preparing a strategy for transit expansion over the next 10 years. Transit Choices for Livability will give the public an opportunity to design and shape transit service in their own community. The strategy will guide Tri-Met in developing service to meet the needs of growing areas outside downtown Portland.

## ❖ Approach

Transit Choices for Livability is designed to involve the community in deciding what kind of transit service is appropriate and how much is needed to help the Portland region hold on to its high quality of life in the face of dramatic growth. Citizens will be asked to help design transit service that fits the future of their local community and the region. Tri-Met will offer transit tools and options from which to choose, including innovative new ways to deliver transit service. The planning effort will be accomplished through community workshops and other activities guided by a 30-member regional advisory committee.

## ❖ 3 Phases

**Phase One -- *Defining the Choices* --** September 1996 through January 1997

The planning effort will initially focus on four regional centers faced with tremendous growth pressure: Hillsboro, Gresham, Beaverton, and Oregon City. Individual transit strategies will be developed for each of these centers.

**Phase Two -- *Strategy for the Future* --** January - July 1997

The transit strategies for the regional centers will be expanded into a Transit Livability Strategy for the Portland region, assuming support for new revenues. The strategy will be forwarded to the Tri-Met Board for consideration.

**Phase Three -- *Strategy Adoption* --** August 1997

The Tri-Met Board adopts a final regional strategy for transit expansion and considers referral of revenue measure to voters.

## ❖ Partnerships

Local jurisdictions point to the need for transit expansion to meet growth management strategies. Tri-Met will work with these entities to define the type of service necessary to help preserve the region's livability. Questions? Call 239-6412 July 16, 1996



# TRANSIT Choices for Livability

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## Committee Charge

### Starting Assumptions:

- Building on existing community plans and goals, and the results of the workshops, Transit Choices is designed to involve citizens in customizing the kind of transit service appropriate for their community.
- The need for transit expansion as part of the regions growth management strategy has been clearly established. The Tri-Met Strategic Plan, Metro's Regional Transportation Plan, and the Region 2040 Growth Concept all assume significant transit expansion.
- The Governor's Transportation Initiative (GTI) has identified the need for additional funding for transit. The Transit Choices Committee will not address the question of how to pay for expanded transit.
- Tri-Met's system needs to do a better job of serving the needs of suburban to suburban travel. The regions travel needs have changed and so must Tri-Met. Suburban transit needs and destinations other than downtown Portland is a priority for expanding transit service.

### Expected Results:

The committee will develop a "sketch plan" with individual strategies and an action agenda for transit expansion customized for each of the four centers. The sketch plan will be presented to the legislature as an illustration of what you get by expanding transit in support of the GTI. Assuming support for new revenues, Tri-Met will develop a Transit Livability Strategy for the region drawing on the work of the committee.

### Committee Charge:

*Using the regional centers of Hillsboro, Gresham, Beaverton and Oregon City as initial examples, describe how transit should be used and expanded to respond to dramatic growth in the region over the next ten years. Identify a full range of strategies for transit to help assure mobility and reenforce community growth management goals.*

22 August

## SCHEDULE AND AGENDA

Revise 8/28/96

- |           |               |   |
|-----------|---------------|---|
| September | 16, noon      | <b>Kick-Off Committee Meeting</b> State Office Build<br>Walsh: Opening remarks and presentation of the Charge<br>Board Member Paul Kreider<br>Chair Steve Clark remarks<br>Introduction of Members and Sub-committee chairs |
| September | 24, 7:30 a.m. | <b>First Committee Meeting-- Portland Building Room c</b><br>What are the growing areas' new transit needs?<br>Review upcoming workshops<br>Review tool box   |
| September | 25            | <b>Oregon City Workshop</b> , 6:00 to 6:30 registration<br>Oregon City High School, 1306 Twelfth St.  |
| September | 26            | <b>Gresham Workshop</b> , 6:00 to 6:30 registration<br>Gresham High School, 1200 North Main Street  |
| September | 30            | <b>Hillsboro Workshop</b> , 6:00 to 6:30 registration<br>Glencoe High School, 2700 NW Glencoe Rd.   |
| October   | 2             | <b>Beaverton Workshop</b> , 7:00 p.m.,<br>Beaverton High School, 13000 SW 2nd.  |
| October   | 21, 7:30 a.m. | <b>Second Committee Meeting</b><br>Review results of workshops<br>Prioritize transit solutions for each region  |
| October   | 26            | <b>Community Workshop</b> - Benson High School, 9:00 a.m. to 2:00 p.m.  |
| November  | 25, 7:30 a.m. | <b>Third Committee Meeting --</b> State Office Building Room 120c<br>Refine the common solutions<br>Begin drafting recommendations  |
| December  | 16, 7:30 a.m. | <b>Forth Committee Meeting --</b> State Office Building Room 120c<br>Conclude the draft report<br>Adoption of Sketch Design and Recommendations   |

NOTE: Sub-committee meetings will happen in the regional centers between committee meetings. They will identify regional differences and unique needs to be presented at the regularly held meetings.



TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON

4012 S.E. 17TH AVENUE  
PORTLAND, OREGON 97202  
(503) 238-4829

August 14, 1996

To: Metropolitan Policy Advisory Committee

At MPAC we've been having a fruitful discussion on how the region can move ahead with early implementation of the Region 2040 Growth Concept and avoid unnecessary expansion of the UGB. Throughout that process the question has come up -- "will the transit service be there to support the planned land use?" Tri-Met is committed to being a full partner in the implementation of 2040. As many of you have pointed out, doing that is going to require additional revenues.

I'm writing you today to let you know what we are doing to follow through on our commitment to help implement 2040. In September, Tri-Met will launch a major outreach and planning effort to involve citizens in preparing a strategy for transit expansion over the next 10 years. Transit Choices for Livability will give the public an opportunity to design and shape transit service in their community. The strategy will guide Tri-Met in developing service to meet the needs of growing areas outside of downtown Portland.

Transit Choices for Livability is designed to involve the community in deciding what kind of transit service is appropriate and how much is needed to help the Portland region hold on to its high quality of life in the face of dramatic growth. Citizens will be asked to help design transit service that fits the future of their local community and the region. Tri-Met will offer transit tools and options from which to choose, including innovative new ways to deliver transit service.

We know that Tri-Met's system needs to do a better job of serving the needs of suburban to suburban travel. The best solution to those problems may be a transit system that looks and operates differently than today's Tri-Met system. If that is what comes out of the process we are very open to making it work. What ever approaches come out of the Transit Choices work you can count on us being there as a long term partner to help solve your mobility needs. Tri-Met is committed to working with you to come up with the strategies that best meet your needs and implement 2040.

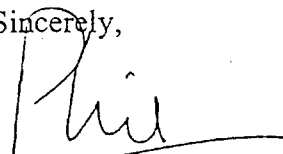
Initially, we will start by looking at a handful of regional centers -- Hillsboro, Gresham, Beaverton and Oregon City. We need to start with a small number of places so people can feel a sense of ownership in what they define, to see what it means to their communities. The planning effort will be accomplished through community workshops and other activities guided by a 30-member regional advisory committee. The expected product from the workshops and citizens committee is a series of individual strategies for transit expansion in each of the four centers. The strategies will paint a direction for how to proceed.

The strategies will be packaged and presented to the Oregon Legislature as an illustration of what you get from the transit funding elements of the Governor's Transportation Initiative. We intend to expand the Transit Choices work to the rest of the region if things proceed well in Salem. The transit strategies for the regional centers can serve as a starting point to develop a region wide strategy. We want to be in a position to refer a measure to the voters as soon as November of 1997 depending on what emerges from the legislature.

The challenge for all of us is very clear, we don't have any other choice but to succeed. As the *Valley Times* put it in it's August 1 editorial "Both Tri-Met and all suburban communities have a tremendous amount at stake here. If Tri-Met does not succeed in better serving the suburbs, it will fail as a regional transit agency. And if the suburbs don't receive better transit service in their battle against congestion, the livability and vitality of these communities will suffer immeasurable harm."

We look forward to working with you on this.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil", with a long horizontal line extending to the right.

Philip R. Bogue  
President, Board of Directors

Attachment

cc: JPACT  
Metro Council  
Regions' Mayors

Beaverton Valley Times  
August 1, '96

## Tri-Met, suburban partnership worthy

Tri-Met is wise to reach out and ask the suburbs to participate in, if not lead, a major planning effort that will help shape expanded transit services for the next decade or more.

Without suburban input, leadership and acceptance, Tri-Met's efforts to serve the suburbs will continue to fall far short of what these communities and their citizens need and deserve. And Tri-Met's future as an effective regional transit agency would be in question.

And as a result, metropolitan efforts to plan for and manage growth over the next 40 years will be imperiled. After all, much of the growth that the region expects to see will occur in the suburbs.

History should concur that the transit agency needs help in achieving a broader perspective.

Tri-Met has largely been oriented to delivering commuters to downtown Portland. To get from here to there, suburban bus riders most often had to follow a path into Portland.

Even Tri-Met staff will admit the problem. "What we don't do well is get people around in the suburban areas," said K.C. Cooper, light rail community relations coordinator.

Over the years, suburban residents and business people have resented the Portland influence in shaping transit service. And with frequent frustration they have pointed out the often painful limitations of bus service in the suburbs.

We hope all of this will change.

The new planning effort, which has been called Transit Choices for Livability, will involve citizens, community leaders and business people from communities such as Beaverton, Hillsboro, Gresham and Oregon City. Efforts should be taken to include Tigard, Washington Square and Wilsonville in the process.

The yearlong effort calls on citizens and Tri-Met to work together to establish plans and the ability to fund transit needs outside of downtown. Suburban leaders also must shoulder some of the burden and put aside old feelings of distrust.

The transit agency has admitted that it doesn't have all the answers. And it admits that most solutions will come with a price tag that suburban communities will have to help fund.

If the right solutions are to be discovered and implemented, then new partnerships based on trust, cooperation and commitment to get the job done must have a fair opportunity to succeed.

Both Tri-Met and all suburban communities have a tremendous amount at stake here. If Tri-Met does not succeed in better serving the suburbs, it will fail as a regional transit agency. And if the suburbs don't receive better transit service in their battle against congestion, the livability and vitality of these communities will suffer immeasurable harm.

8/29/96 DRAFT WASH C.

Mike Salsgiver  
Intel  
Western Transp All.  
Hillsboro Chamber  
Beaverton Chamber

Humbarto Reyna  
Hispanic Chamber Chair

Lorenzo Rubio  
Radio Station Owner

Ken Schuman  
Beav. Ch. President  
Pacific University

Mayor Rob Drake  
Mayor Gordon Fabor

Geoff Hyde  
CPO 1

Jack Reardon  
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TVEDC  
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Dave Stewart  
Software developer  
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Bill Buckley  
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John Burger  
Book Vault

Steve Clark  
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MULT C.

Rhonda Edmiston  
US Bank Distribution  
Gresham Chamber  
Eco-Rule

Kari Stanley  
Legacy Mt. Hood  
Legacy Tualatin  
Eco-Rule  
Past Gresham CAC member  
Chamber Trans. Com.

Rob Brading  
Gresh. Chamb. Pres.  
Mult. Co. Cable Ex. Dir.

Claudiette LaVert  
Gresham City Council  
JPACT  
East Mult.Co. Trans Committee

Charles Becker  
Neighborhood assoc.  
CAC on Trans. member  
Retired college professor

Lloyd Anderson  
Oregon Env Council

Paul Spanbauer  
Gibson Realtors  
Metro CAC on Transportaion  
Growth Management for Gresh.

Lila Leathers  
Leathers Oil  
Gresham CAC on Trans  
Gresham Chamber trans.  
Gresham DT Devel. Ass

Bill Elliot  
Gresham CAC  
Transit Advocate  
PGE

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Bruce Hanson  
Ransdale Fine Arts  
Chamber Pres.

Mayor Dan Fowler

Betty Schaafsma  
Tower Vista NA

Brian Kischner  
School teacher

Keith Bartholomew  
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WASH COUNTY CONTINUED

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Hills. Cham. Land Use Chair  
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**TRANSIT CHOICES FOR LIVABILITY**  
**Regional Advisory Committee**

John Burger  
Beaverton Mall Book Vault

Lila Leathers  
Leathers Oil Company

Barry Rotrock  
Oregon City School District

John Keyser  
Clackamas Comm. College

Dan Fowler  
Mayor, Oregon City

Paul Spanbauer  
Gresham resident

Gordon Faber  
Mayor, Hillsboro

Michael Salsgiver  
Intel Corp.

Jan Espy  
Standard Insurance

Geoff Hyde  
Beaverton resident

Richard Burnham  
Beaverton Bicycle Enthusiast

Rob Brading  
Multnomah Community Television

Betty Schaafsma  
Oregon City resident

Paul Koch  
Oregon City resident

Rob Drake  
Mayor, Beaverton

William Elliott  
Gresham resident

Greg LaHaie  
LaHaie's Man's Shop

Lloyd Anderson  
Oregon Environmental Council

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1000 Friends of Oregon

Claudiette LaVert  
Councilor, Gresham

Steve Clark  
Community Newspapers;  
Chair, Transit Choices  
for Livability's Regional  
Advisory Committee

Portland, OR  
(Multnomah Co.)  
Oregonian  
(Cir. D. 337,672)  
(Cir. S. 440,923)

SEP 7 1996

Allen's P. C. B. Est. 1888

## Chasing buses

*Tri-Met will ask suburbanites what transit they need, but the big search will continue to be for money to pay for it*

People who live and work in the suburbs here have been complaining for years that they can't catch a bus. At last, Tri-Met's getting around to asking them if they're serious.

The agency intends to conduct workshops in Beaverton, Hillsboro, Oregon City and Gresham in the next several weeks to find out what kind of transit service people in those communities want. It's an important question that is overdue. But so is the follow-up question: How do you want to pay for the transit you want?

Tom Walsh, general manager of Tri-Met, responds, "Why don't we first figure out if this is a system that works. Then we'll figure out what it will cost. That will work better than saying 'Give us a bunch of money and we'll decide what to do.'"

We agree, but the people who deliver their transit wish lists to the workshops need to recognize that price tags accompany new service.

One price tag could read, "Less service somewhere else." Another, and the more likely one, would read:

"More taxes." Tri-Met could, for example, seek additional money from its payroll tax or some other source, such as a regional increase in the state vehicle registration fee.

The agency's timing actually isn't too bad, despite the years of complaints about the lack of suburban service. Density, which makes transit more cost-effective, is increasing rapidly in this region. And it will increase even more — and space for auto parking will decrease — as Metro defends the urban growth boundary.

Tri-Met is right to try measuring each community's particular transit needs. Shuttle service to light rail might serve one community best; a fareless square might make sense for another; express buses fit still another.

It's nice to be asked, of course; but it's nicer to get answers. The agency would be remiss if people walked away from the workshops excited about prospects for better transit service without a clear understanding of the cost, how it could be paid and who might pay it.

# System Component

ID	Task Name	Duration	Start	Finish	Q3 '96			Q4 '96			Q1 '97			Q2 '97		
					Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	2015 Base Model Runs (AD/SH)	12w	Aug 5 '96	Oct 25 '96												
	1995 RTP Committed Network (AD)	4w	Aug 5 '96	Aug 30 '96												
3	1995 Financially RTP Constrained Network (AD)	6w	Aug 5 '96	Sep 13 '96												
4	1995 RTP Preferred Network (AD)	8w	Aug 15 '96	Oct 9 '96												
5	Targets (RL/BB)	12w	Aug 5 '96	Oct 25 '96												
6	RTP Classification Systems (functional) (TK)	20w	Sep 9 '96	Jan 24 '97												
7	Motor Vehicle Classification (BB)	12w	Sep 9 '96	Nov 29 '96												
8	NHS Classification (BB)	12w	Sep 9 '96	Nov 29 '96												
9	Transit Classification (RL)	12w	Sep 9 '96	Nov 29 '96												
10	Freight Classification (CD)	12w	Sep 9 '96	Nov 29 '96												
11	Pedestrian Classification (AD)	12w	Sep 9 '96	Nov 29 '96												
12	Bicycle Classification (BB)	12w	Sep 9 '96	Nov 29 '96												
13	Street Design Classification (TK)	20w	Sep 9 '96	Jan 24 '97												
14	System-wide Measures (BB)	16w	Sep 9 '96	Dec 27 '96												
15	Performance Measures & Standards (BB/SH)	16w	Sep 9 '96	Dec 27 '96												
16	Motor Vehicle Measures (BB)	16w	Sep 9 '96	Dec 27 '96												
17	NHS Measures (BB)	16w	Sep 9 '96	Dec 27 '96												
18	Transit Measures (RL)	16w	Sep 9 '96	Dec 27 '96												
19	Freight Measures (CD)	16w	Sep 9 '96	Dec 27 '96												
20	Pedestrian Measures (AD)	16w	Sep 9 '96	Dec 27 '96												
21	Bicycle Measures (BB)	16w	Sep 9 '96	Dec 27 '96												
22	Street Design Measures (TK)	16w	Sep 9 '96	Dec 27 '96												
23	Parking Measures (RL)	16w	Sep 9 '96	Dec 27 '96												
24	TDM Measures (RL)	16w	Sep 9 '96	Dec 27 '96												
25	Alternative Systems Analysis (TK/SH)	28.6w	Aug 19 '96	Mar 5 '97												
26	Identify Performance Criteria (BB)	8w	Sep 16 '96	Nov 8 '96												
27	Alternatives Discussion (PP)	12w	Aug 19 '96	Nov 8 '96												
	Low Alt. Mode/Medium Motor Vehicle (TK)	12w	Oct 7 '96	Dec 27 '96												
	Medium Alt. Mode/Low Motor Vehicle (TK)	12w	Oct 7 '96	Dec 27 '96												
30	Medium Alt. Mode/Medium Motor Vehicle (TK)	12w	Oct 21 '96	Jan 10 '97												
31	Medium Alt. Mode/High Motor Vehicle (TK)	12w	Oct 21 '96	Jan 10 '97												
32	High Alt. Mode/Medium Motor Vehicle (TK)	12w	Oct 21 '96	Jan 10 '97												
33	Alternatives Evaluation Report (PP)	4w	Feb 6 '97	Mar 5 '97												
34	Develop New Preferred System Alternative (TK)	8w	Dec 2 '96	Jan 24 '97												
35	Refine and Model Networks (TK)	6w	Dec 2 '96	Jan 10 '97												
36	Refine Modal Targets (BB)	8w	Dec 2 '96	Jan 24 '97												
37	Cost Estimates (AD)	4w	Dec 2 '96	Dec 27 '96												
38	Financial Forecasts (AD)	10w	Aug 5 '96	Oct 11 '96												
39	Review Methodology (AD)	8w	Aug 5 '96	Sep 27 '96												
40	State Forecasts of Revenue (state, federal) (AD)	4w	Sep 16 '96	Oct 11 '96												
41	Local Forecasts of Revenue and Costs (AD)	4w	Sep 16 '96	Oct 11 '96												
42	Financial Peer Review (PP)	4w	Sep 16 '96	Oct 11 '96												
43	Funding Alternatives (AD)	30w	Aug 12 '96	Mar 7 '97												
44	Committed (AD)	2w	Aug 12 '96	Aug 23 '96												
45	Preferred (20 year) (AD)	12w	Dec 2 '96	Feb 21 '97												
46	Strategic (5, 10 & 20 year) (AD)	12w	Dec 9 '96	Feb 28 '97												
47	Constrained (5, 10 & 20 year) (AD)	12w	Dec 16 '96	Mar 7 '97												
48	Review of Modal Systems & Policies (AD)	4w	Feb 3 '97	Feb 28 '97												
49	Implementation (KW)	4w	Feb 28 '97	Mar 27 '97												
50	Authority and Coordination (KW)	1w	Feb 28 '97	Mar 6 '97												
51	Amendments (KW)	2w	Feb 28 '97	Mar 13 '97												
52	Implementation (including TIP criteria) (KW)	4w	Feb 28 '97	Mar 27 '97												
53	Outstanding Issues/Further Study (KW)	4w	Feb 28 '97	Mar 27 '97												
54	Definitions (KW)	2w	Mar 7 '97	Mar 20 '97												

## System Component

ID	Task Name	Duration	Start	Finish	Q3 '96			Q4 '96			Q1 '97			Q2 '97		
					Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	Appendices (KW)	2w	Mar 7 '97	Mar 20 '97												
	16 Planning Factors (AD)	2w	Mar 7 '97	Mar 20 '97												
57	Air Quality Conformity (TW/SH)	2w	Mar 7 '97	Mar 20 '97												
58	Project Lists (KW)	2w	Mar 7 '97	Mar 20 '97												
59	Parking Inventory (RL)	2w	Mar 7 '97	Mar 20 '97												
60	CMS (BB)	2w	Mar 7 '97	Mar 20 '97												
61	Street Design Handbook (RL)	2w	Mar 7 '97	Mar 20 '97												
62	Public Involvement Policy (PP)	2w	Mar 7 '97	Mar 20 '97												
63	Glossary (KW)	1w	Mar 7 '97	Mar 13 '97												
64	Public Involvement (PP)	48w	Jul 16 '96	Jun 16 '97												
65	Citizens Advisory Committee	48w	Jul 16 '96	Jun 16 '97												
66	Public Meetings	48w	Jul 16 '96	Jun 16 '97												
67	RTP Document Style and Format	48w	Jul 16 '96	Jun 16 '97												
68	"2040 on the Move" PI Materials	48w	Jul 16 '96	Jun 16 '97												
69	2040 Framework Newsletter ("2040 on the Move" u	48w	Jul 16 '96	Jun 16 '97												
70	2040 Educational Outreach	48w	Jul 16 '96	Jun 16 '97												
71	Jurisdictional and Elected Official Briefings	48w	Jul 16 '96	Jun 16 '97												
72	Media Briefings	48w	Jul 16 '96	Jun 16 '97												
73	Outreach to Underserved	48w	Jul 16 '96	Jun 16 '97												
74	MILT (mobile information system)	48w	Jul 16 '96	Jun 16 '97												
75	Monthly Local Newspaper Articles	48w	Jul 16 '96	Jun 16 '97												
76	RTP Mailing List	48w	Jul 16 '96	Jun 16 '97												
77	Transportation Hotline	48w	Jul 16 '96	Jun 16 '97												
78	Public Comment Reports	48w	Jul 16 '96	Jun 16 '97												
79	Review & Adoption Process (TK)	48w	Jul 16 '96	Jun 16 '97												

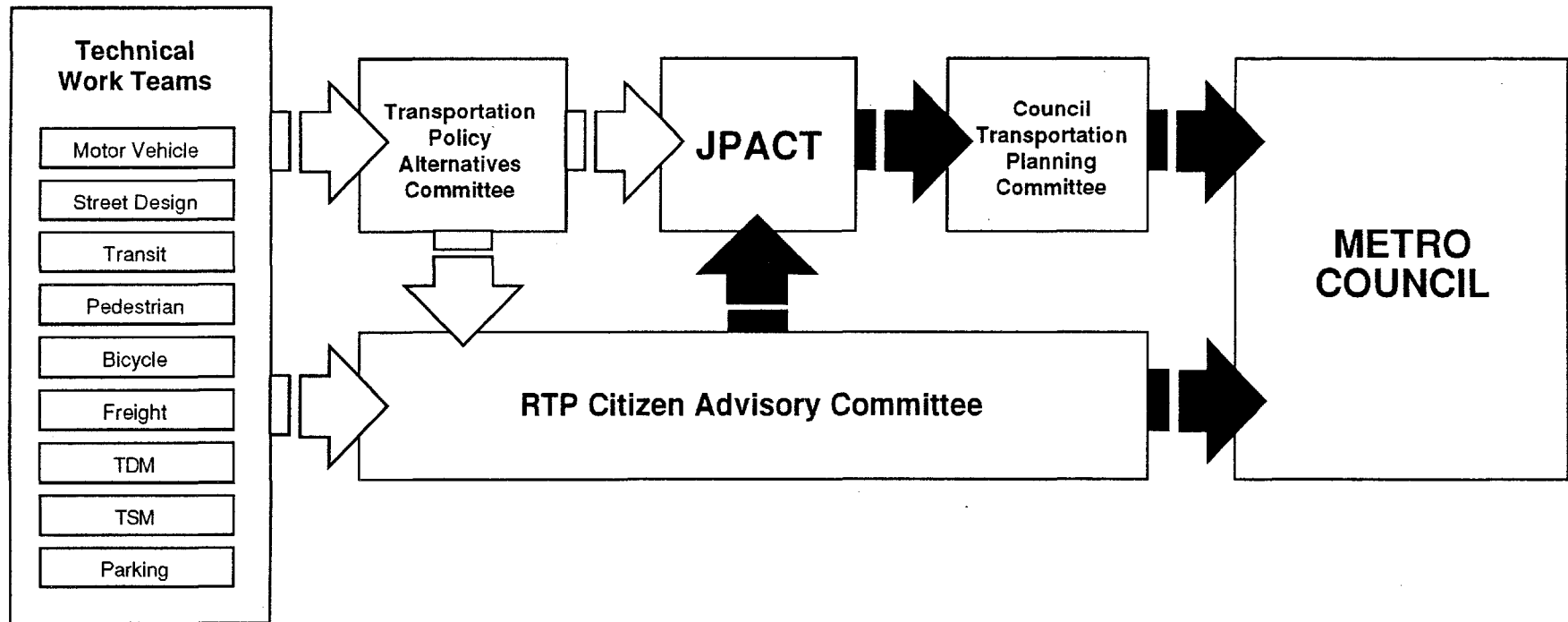


RTP UPDATE

# System Component Review Process

## Technical Development & Review

## Policy Review





METRO

# RTP Alternatives Analysis

## 1 Motor Vehicle Level of Service Alternatives

MOTOR VEHICLE SERVICE LEVEL

		PM Peak - First Hour	PM Peak - Second Hour	Off-Peak 1 Hour
SCENARIO	A (baseline)	Level of Service F	Level of Service E	Level of Service D
	B (better)	Level of Service E	Level of Service D	Level of Service C
	C (best)	Level of Service D	Level of Service C	Level of Service C

## 2 Transit & Pedestrian Level of Service Alternatives

TRANSIT SERVICE LEVEL

		TRAVEL TIME - PTN	COVERAGE - STN	PEDESTRIAN ENVIRONMENT
SCENARIO	A (baseline)	1.5x off-peak auto to MAJOR centers/corridors	high density areas	high PEF in MAJOR centers/corridors
	B (better)	1.5x off-peak auto to MANY centers/corridors	moderate and high density areas	high PEF in MANY centers/corridors
	C (best)	1.5x off-peak auto to ALL centers/corridors	all areas	high PEF in ALL centers/corridors

## 3 RTP Modeling Scenarios

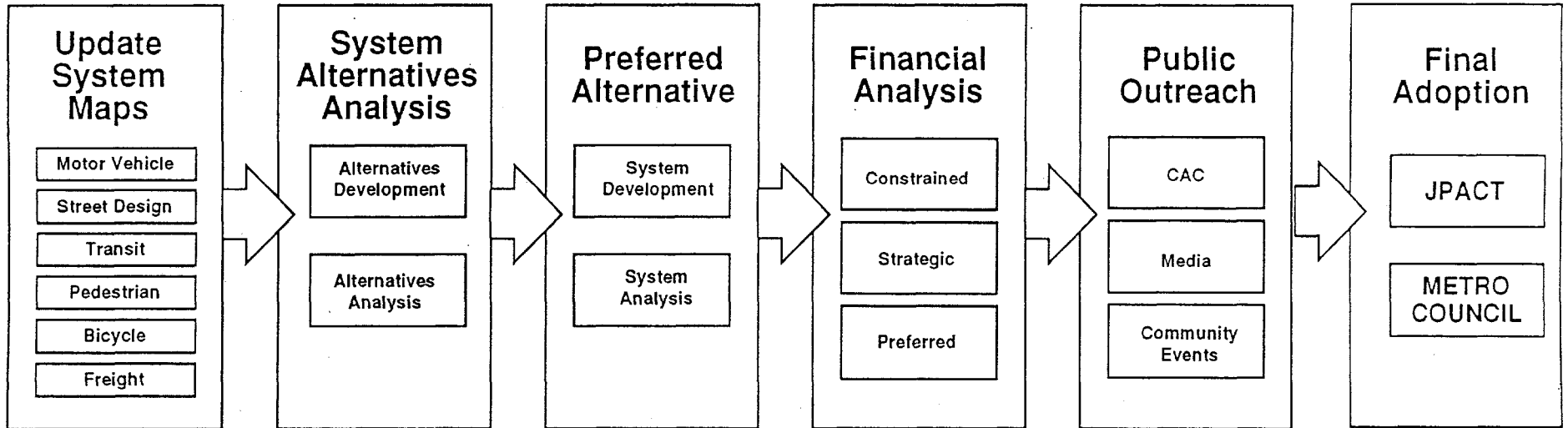
AUTO/FREIGHT

		A (baseline)	B (medium)	C (best)
TRANSIT	A (baseline)		✓	
	B (medium)	✓	✓	✓
	C (best)		✓	



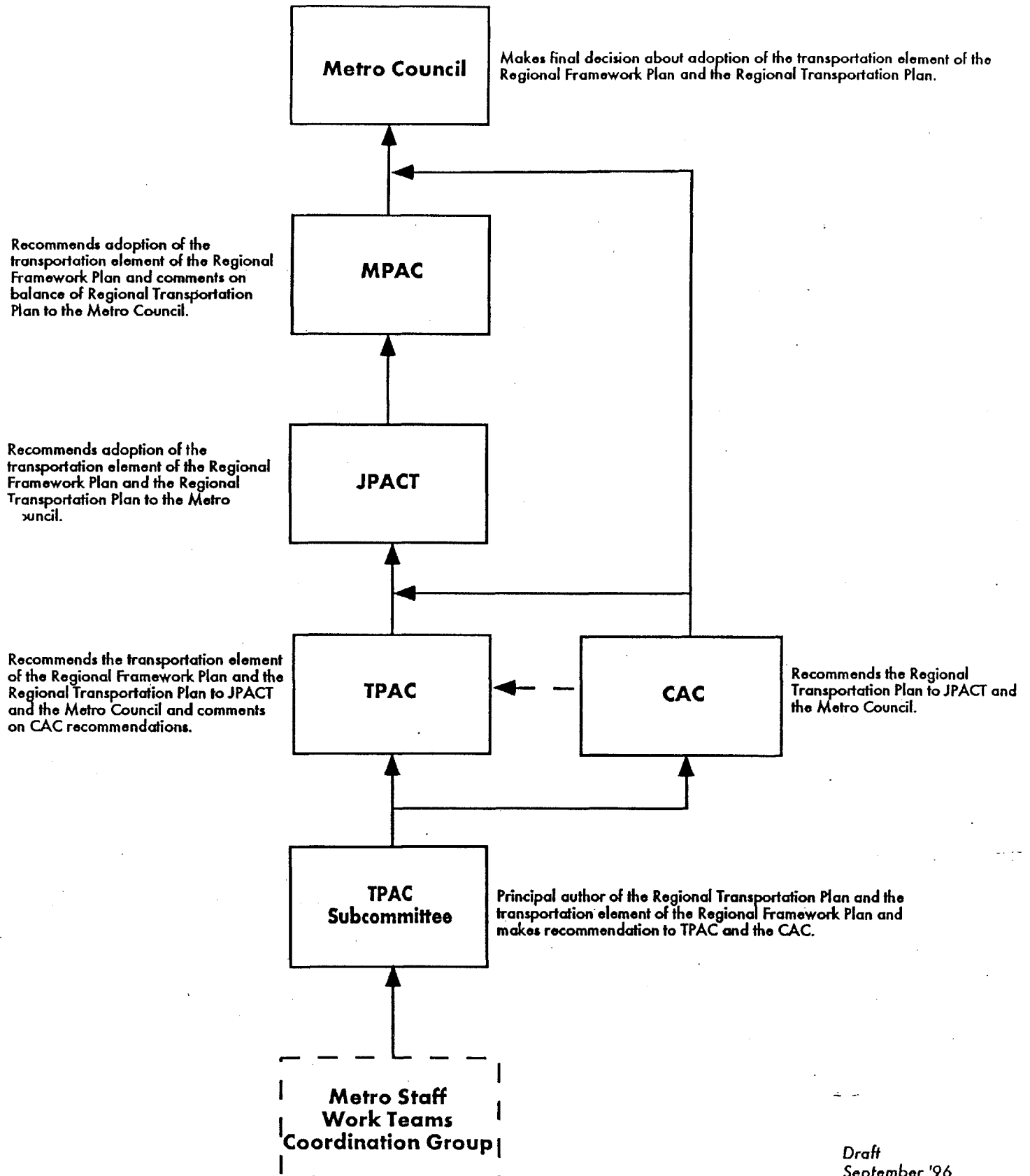
RTP UPDATE

# Major Steps in the System Component





# Regional Transportation Planning Process



M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 | FAX 503 797 1794



METRO

Date: September 4, 1996  
To: JPACT  
From: *AC* Andy Cotugno, Transportation Director  
Subject: 1998-2001 STIP/MTIP Update

Enclosed for your review prior to the September 12 meeting are the following items related to the 1998-2001 joint State Transportation Improvement Program/Metro Transportation Improvement Program (STIP/MTIP) update:

- A copy of a proposed schedule which integrates a metro area process with the state process.
- A copy of a public meeting notice which was mailed to over 1100 interested neighborhoods, businesses, and individuals who have or might have an interest in the update process. Metro's public involvement procedures require notification of interest groups when a planning or programming activity is initiated. Given the potential complexities of this particular update, the kick-off public meeting has been scheduled in order that the process be clear to the public with regard to general ground rules, expectations, and key decision points.
- Updated tables showing anticipated revenues for the STIP/MTIP period of 1998-2001 and the status of projects included in the current STIP/MTIP. The tables will provide the basis for JPACT and Metro Council discussions on the potential use of any anticipated new transportation revenues. Decisions will need to be made on how to cover current project shortfalls and slippage and whether to retain a flexible category to fund new projects or those identified, but not recommended for funding, from past STIP/MTIP activities.

Metro staff will provide JPACT with an overview of the MTIP/STIP process and funding considerations at the September 12 meeting.

MH  
TIP.9/96



METRO

**1998-2001 MTIP/STIP DEVELOPMENT SCHEDULE  
Metro/ODOT Region 1**

*Milestones*

AUGUST 1996	45-day public notification of update start; finalize revenue forecasts
SEPTEMBER 1996	Begin update; <i>kick-off and public comment meeting (September 19, 6:30 p.m., see reverse for schedule)</i>
<b>SEPTEMBER/ OCTOBER 1996</b>	<b>Approval of Draft State Modernization Program for public comment; approval of selection criteria for flexible funding allocation</b> - TPAC September 27 - JPACT October 10 - Metro Council October 17
NOVEMBER 1996	Deadline for jurisdictions/agencies to submit projects (November 15)
DECEMBER 1996	Complete technical ranking of projects
JANUARY 1997	<i>Public workshops (Priorities '97)</i>
<b>FEBRUARY/ MARCH 1997</b>	<b>Adoption of Final State Modernization Program and Flexible Funding Allocation</b> - TPAC February 28 - JPACT March 13 - Metro Council March 20
APRIL-JUNE 1997	Conduct air quality conformity analysis
JULY 1997	<i>Public review of conformity (30 day)</i>
AUGUST 1997	<b>JPACT/Metro Council adoption of Final MTIP/STIP, including conformity</b>
SEPTEMBER	OTC adopts joint MTIP/STIP

**Note:** Action items shown in bold typeface require public hearings and result in adoption actions by JPACT and the Metro Council. *Other public involvement activities are shown in italics.*



# NOTICE OF PUBLIC MEETING



**What:** STIP '98 kickoff and public comment meeting

**When:** Thursday, September 19, 6:30 p.m.

**Where:** Council Chamber  
Metro Regional Center  
600 NE Grand Avenue, Portland

## Background

ODOT is beginning a year-long process to update the State Transportation Improvement Program (STIP). The STIP will list projects selected to receive state and federal funding during the four-year period of October 1997 through September 2001 (i.e., federal fiscal year 1998 through 2001).

The Metropolitan TIP (MTIP) will serve as the Metro area element of the FY '98 STIP and will be updated jointly by ODOT, Metro and the region's local governments. A schedule for MTIP/STIP development and adoption is included on the back of this flier.

## Anticipated revenue

Due to upcoming state and federal actions, the actual amount of funding available for transportation system expansion during the four-year period will not be known until well into the 1997 calendar year. However, preliminary estimates indicate annual revenue during FY '98-2001 may be as much as 30 percent less than current funding levels. This is due to expected reductions in federal appropriations, increasing costs of preserving Oregon's aging highway system, and reduction of gas tax revenue going into the State's Highway Trust Fund because of increasing vehicle fuel efficiency relative to growth and inflation.

## Current commitments vs. new projects

The current STIP establishes funding commitments for a number of highway projects that cannot be met by the end of FY' 97. Honoring these commitments will require using a significant amount of FY 98-2001 revenues. Also, if future revenue is as limited as it appears likely to be, there may be a need to defer some projects beyond 2001.

However, the Region directly receives certain types of federal funds that are referred to as "Regional Flexible Funds". These funds could be used to help pay for the increased costs of currently approved projects, or to fund new projects. Deciding the best uses of these funds and developing criteria to be used in such a process are integral to the public process outlined in the MTIP/STIP Development Schedule.

## For more information call:

Pamela Peck, Metro, (503) 797-1866, regarding the public involvement process  
Terry Whisler, Metro, (503) 797-1747, for project information

Please attend to review and provide comment on the following:

- ⇒ existing project commitments
- ⇒ revenue and cost estimates
- ⇒ prospect of identifying new projects for funding
- ⇒ criteria for selecting new projects

An Informational packet will be available September 5. Please call Metro's transportation hotline, (503) 797-1900, to request a copy in advance of the meeting.

## ESTIMATED MODERNIZATION FUNDS FOR REGION 1 URBAN AREA: FY 98-2001

	1998	1999	2000	2001	TOTALS
Urban STP	7,664,150	7,402,200	7,140,250	6,878,300	29,084,900
Minimum Allocation	589,550	569,400	549,250	529,100	2,237,300
<b>SUBTOTAL</b>	<b>8,253,700</b>	<b>7,971,600</b>	<b>7,689,500</b>	<b>7,407,400</b>	<b>31,322,200</b>
S/N Downstate Transfer (en lieu of Funding to Tri-Met) *		(1,500,000)	(6,000,000)	(6,000,000)	(13,500,000) *
<b>TOTAL REGIONAL STP</b>	<b>8,253,700</b>	<b>6,471,600</b>	<b>1,689,500</b>	<b>1,407,400</b>	<b>17,822,200</b>
CMAQ	3,809,400	3,679,200	3,549,000	3,418,800	14,456,400
Enhancement	1,088,400	1,051,200	1,014,000	976,800	4,130,400
<b>SUBTOTAL MPO FUNDS</b>	<b>13,151,500</b>	<b>11,202,000</b>	<b>6,252,500</b>	<b>5,803,000</b>	<b>36,409,000</b>
Construction Inflation Factor **	0.950	0.922	0.892	0.861	
<b>TOTAL MPO FUNDS</b>	<b>12,493,925</b>	<b>10,328,244</b>	<b>5,577,230</b>	<b>4,996,383</b>	<b>33,395,782</b>
<b>Reg. 1 State Mod (100%)</b>	<b>19,722,000</b>	<b>19,722,000</b>	<b>19,722,000</b>	<b>19,722,000</b>	<b>78,888,000</b>
<b>80% to MPO Area</b>	<b>15,777,600</b>	<b>15,777,600</b>	<b>15,777,600</b>	<b>15,777,600</b>	<b>63,110,400</b>
Construction Inflation Factor **	0.950	0.922	0.892	0.861	
<b>TOTAL REG 1 URBAN MOD</b>	<b>14,988,720</b>	<b>14,546,947</b>	<b>14,073,619</b>	<b>13,584,514</b>	<b>57,193,800</b>
<b>TOTAL MPO FUNDS</b>	<b>12,493,925</b>	<b>10,328,244</b>	<b>5,577,230</b>	<b>4,996,383</b>	<b>33,395,782</b>
<b>GRAND TOTAL</b>	<b>27,482,645</b>	<b>24,875,191</b>	<b>19,650,849</b>	<b>18,580,897</b>	<b>90,589,582</b>

\* The Bill states "In each fiscal year during the period beginning July 1, 1999, and ending June 30 ... \$6 million shall be [provided from] ... STP Flexible Funds made available to the Portland metropolitan region through state or regional transportation improvement programs [e.g. 33C or 33D fund code] for capital projects that would otherwise have been requested by or received by Tri-Met." The period July 1 to September 30, 1999 equals 1/4 of federal fiscal year 1999. On a pro rata basis, 1/4 of the \$6 million transfer would occur in FFY 99; \$6 million would be provided in FFYs that follow. In all instances, funds transferred could consist of either MPO or State formula STP funds.

\*\* 2.5% FY 96-98; 3% FY 99; 3.25% FY 2000; 3.5% FY 2001

Source: Don Aman, ODOT Financial Services

STATE PROGRAM FY 96 -98		PROGRAMMED YEAR			FY 97 INTO FY 98+	EXTRA FUNDS NEEDED
		FY 96	FY 97	FY 98		
85	TOD REVOLVING FUND (Metro)	3.00				
154	BUS PURCHASES	5.07				
452	SPECIAL NEEDS/ALTERNATIVE SERVICE MINIBUSES	1.25				
270	METRO ADVANCE WARNING SIGNS - VAR HWYS	1.02				
272	METRO AREA FRWY DETECTION SYSTEM - VAR HWYS	0.17				
273	MOTORIST INFORMATION SYSTEM	0.60				
326	TMOC & INCIDENT RESPONSE FUNDING	1.25				
158	ALBINA RAILROAD OVERCROSSING (Portland)	0.36				
86	CIVIC NEIGHBORHOOD N/S COLLECTOR (Gresham)	1.84				
90	238TH AND HALSEY INTERSECTION IMPROVEMENT (Mult)	0.13	0.25			
96	SPRINGWATER CORRIDOR ACCESS AT 190TH (Gresham)	0.04	0.17			
108	BARBUR BLVD BIKE LANES (ODOT)	0.08	1.36			
142	LOMBARD/BURGARD INTERSECTION REALIGNMENT	0.30	0.86			
152	HILLSDALE PEDESTRIAN IMPROVEMENT - PHASE 1 (pe)		0.06			
159	HAWTHORNE BRIDGE DECK REPLACEMENT (Mult)	0.75	2.38			
177	I-5/I-84 RAMP METER INFILL-6 LOCATIONS (ODOT)	0.05	0.40			
181	FRONT ST/SB I-5 RAMP METER INFILL (ODOT)	0.08				
230	US-30B - SANDY BLVD MACS IMPLEMENTATION		3.50			
254	US-26-CAMELOT - SYLVAN (PH 1)		8.50			
922	I-84: 223RD AVENUE TO TROUTDALE	22.22				
112	N. LOMBARD RAILROAD OVERCROSSING (PE ONLY)		0.25			
150	LOVEJOY RAMP REPLACEMENT (PE ONLY)	0.60				
226	TAYLOR'S FERRY RD: NEW CONTROLLER	1.11				
	OR43: SIGNALS @ NB I-205 RAMPS		0.18			
172	99W/TUALATIN RD. INTERSECTION REALIGNMENT - PH. 1	0.46	1.34			
186	SIGNAL INTERCONNECT: MURRAY - FARMINGTON/MILIKAN		0.03			
188	BEAVERTON CENTAL TOD	0.11	0.70			
240	OR-8 TV HWY: HWY 217 TO 117TH		2.43			
934	OR10- 172ND - MURRAY (ALL STATE \$\$: PH. 2 ROW: \$7.87)		6.49			
944	I-5: WILSONVILLE INTRCHNG WIDENING (PH. 1) (ROW: \$2.75M)		5.20			
	<b>SUBTOTAL OF PROJECTS W/ NO FY 98+ ELEMENT</b>	<b>40.49</b>	<b>34.10</b>	<b>0.00</b>		
154	BUS PURCHASES (TRI-MET)					10.76
168	SUNNYSIDE RD WIDENING: SUNYBROOK TO 122ND (FY 99)					2.00
	OR43 @ WEST A		0.79		0.79	
	OR 43 @ McVEY		0.90		0.90	
182	GREENBURG RD/HWY 217 INTERSECTION IMPROVEMENT		0.36		0.36	
184	PACIFIC AVE PEDESTRIAN IMPROVEMENT (Forest Grove)		0.08		0.08	
	<b>SUBTOTAL OF FY 98+ 2040 FUNDED COMMITMENTS</b>	<b>0.00</b>	<b>2.13</b>	<b>12.76</b>	<b>2.13</b>	
346	EASTBANK ESPLANADE					1.62
254	US-26-CAMELOT - SYLVAN (PH 2)		28.00		4.00	8.00
865	I-205: SUNNYBROOK INTERCHANGE					6.00 *
893	I-5/ HWY 217/KRUSE WAY INTERCHANGE					23.00
441	OR-47: COUNCIL CREEK-QUINCE (HWY 47 BYPASS)					1.40 **
	<b>SUBTOTAL OF FY 98+ STATE COMMITMENTS</b>	<b>0.00</b>	<b>28.00</b>	<b>31.84</b>	<b>4.00</b>	<b>38.40</b>
	<b>SUBTOTAL OF PROJECTS W/ FY 98+ ELEMENT</b>	<b>0.00</b>	<b>30.13</b>	<b>44.60</b>	<b>6.13</b>	<b>38.40</b>
	<b>TOTAL STATE PROGRAM FY 96 - 98+</b>	<b>40.49</b>	<b>64.23</b>	<b>44.60</b>	<b>6.13</b>	<b>38.40</b>
	<b>EXPECTED SLIPPAGE FROM FY 97 TO FY 98+</b>		<b>-6.13</b>		<b>44.60</b>	<b>6.13</b>
	<b>EFFECTS OF UNPROGRAMMED COSTS</b>					<b>44.60</b>
	<b>ADJUSTED TOTAL OF OBLIGATIONS</b>	<b>40.49</b>	<b>58.10</b>	<b>44.60</b>	<b>50.73</b>	<b>89.13</b>
	<b>ANTICIPATED REGION 1 URBAN MOD FUNDS (FY 98-01)</b>			<b>57.19</b>	<b>57.19</b>	<b>57.19</b>
	<b>MOD FUNDS BALANCE</b>		<b>12.59</b>		<b>6.46</b>	<b>-31.94</b>

\* State/local cost allocation in dispute

\*\* ODOT's 50 percent cost share

REGIONAL FUND SOURCE	PROGRAMMED YEAR			FY 97 INTO FY 98+
	FY 96	FY 97	FY 98	
<b>IX &amp; FAU/STP</b>				
WARNER PARROTT RD - OREGON CITY BYPASS	0.40			
OTHER IX	0.99	2.57		
CITY OF PORTLAND F/STP	1.54	1.67		
MULTNOMAH COUNTY F/STP		0.10		
CLACKAMAS CO F/STP		0.82		
WASH CO F/STP	0.10			
ODOT F/STP		0.09		
METRO RESERVE F/STP		0.09		
TRI-MET F/STP		0.02		
<b>REGIONAL STP</b>				
864 SANDY TO GLISAN ST - 207TH/223RD CONNECTOR	3.29			
613 REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)		0.11		
142 LOMBARD/BURGARD INTERSECTION REALIGNMENT	0.10			
152 HILLSDALE PEDESTRIAN IMPROVEMENT - PHASE 1		0.46		
156 FRONT AVE RECONSTRUCTION AND BIKE LANE		1.81		
157 WOODSTOCK PEDESTRIAN IMPROVEMENT (Portland)		0.20		
158 ALBINA RAILROAD OVERCROSSING (Portland)	0.24			
172 99W/TUALATIN RD. INTERSECTION REALIGNMENT - PH. 1		1.20		
168 SUNNYSIDE RD: SUNNYBROOK TO 122ND ) pe/98 con/FY 99			3.00	
<b>CMAQ</b>				
609 TRANSIT ORIENTED DEVELOPMENT RESERVE (DEQ)	1.46			
612 SUNSET T.C. PED & BICYCLE BRIDGE (TRI-MET)		0.42		
613 REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)		0.26		
604 WILLAMETTE RV BRDGS ACCESS STUDY (MULT)	0.37	0.50		
615 PEDESTRIAN/BIKE ACCESS FOR MAX (MULT)		0.83		
619 KELLY PT PK RD BIKEWAY- RIVERGATE/LOMBARD (POP)		0.30		
620 PED/BIKE XING ON STEEL BRIDGE (PORTLAND)	0.30	0.98		
629 EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)		0.58		
605 COURTNEY AVE BIKE/PEDESTRIAN LINK (CLACKAMAS)	0.14			
610 PED ENHANCE FAC/TRANSIT ACCESS STUDY (WASH)	0.17			
637 CEDAR HILLS BLVD: BOWMONT/BUTNER BIKE LN & SDWAL	0.07	0.28		
188 BEAVERTON CENTRAL TOD	0.14	0.30		
640 185th: TV HWY TO KINNAMAN BIKEWAY	0.20	0.28		
606 PED TO TRANSIT ACCESS STUDY (PORTLAND)		0.90		0.90
633 STRAWBERRY LANE BIKE LANE (CLACKAMAS)		0.21		0.21
639 HALL BLVD: SPRR/RIDGECREST BIKE LANE	0.05	0.29		0.29
<b>TRANSPORTATION ENHANCEMENT</b>				
275 OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)		0.04		0.04
274 COLUMBIA RIVER HWY INTERPRETATIVE PANELS		0.05		
277 SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)		0.20		
287 FANNO CREEK TRAIL		0.25		
302 EASTBANK TRAIL: STEEL BRIDGE TO OMSI		0.86		
311 COMPLETE CEDAR CREEK TRAIL (SHERWOOD)		0.07		
316 ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)		0.21		
318 INTERMODAL TRANSFER PARK (TROUTDALE)		0.07		
321 112TH LINEAR PARK PATHWAY (WASHINGTON)		0.12		
<b>SUBTOTAL</b>	6.53	11.78	3.00	1.44
<b>EXPECTED SLIPPAGE FROM FY 97 TO FY 98</b>		-1.44		3.00
<b>ADJUSTED TOTAL OF EXPECTED OBLIGATIONS</b>	6.53	10.34	3.00	4.44
<b>ANTICIPATED MPO FLEXIBLE FUNDS (FY 98-01)</b>			33.40	33.40
<b>MPO FLEXIBLE FUNDS BALANCE</b>		<b>30.40</b>		<b>28.96</b>

## STATEWIDE DEVELOPMENT PROGRAM BUDGETS

(FY 02-03 construction costs for which design funds are allocated FY 98-01)

	2002	2003	TOTALS
EIS PHASE	\$100,000,000	\$100,000,000	\$200,000,000
FINAL PLAN	\$100,000,000	\$100,000,000	\$200,000,000
TOTALS	\$200,000,000	\$200,000,000	\$400,000,000

## REGION 1 DEVELOPMENT PROGRAM BUDGETS

*AT 34 PERCENT OF STATE RESOURCE*

	2002	2003	TOTALS
EIS PHASE	\$34,000,000	\$34,000,000	\$68,000,000
FINAL PLAN	\$34,000,000	\$34,000,000	\$68,000,000
TOTALS	\$68,000,000	\$68,000,000	\$136,000,000

## MPO DEVELOPMENT PROGRAM BUDGETS

*AT 80 PERCENT OF ODOT REGION 1 RESOURCE*

	2002	2003	TOTALS
EIS PHASE	\$27,200,000	\$27,200,000	\$54,400,000
FINAL PLAN	\$27,200,000	\$27,200,000	\$54,400,000
TOTALS	\$54,400,000	\$54,400,000	\$108,800,000



## Scheduled Final Plan Funding During FY 98 - 2001

PROJECT	CONSTR EST.	FINAL PLAN TARGET DATE			
		98	99	00	01
I-5/Wilsonville Interchange (Unit 2)	5.784			X	
I-5/217/Kruse Way Unit 2	11.234		X		
U.S. 26: Murray Blvd - 217	10.693			X	
U.S. 26: Hwy 217 - Camelot EB	7.342		X		
U.S. 26: Camelot - Sylvan (Ph 3)	20.224		X		
Farmington Rd: 209th - 172nd	11.481		X		
Hwy 217 NB: Sunset to TV Hwy	23.654				X
Hwy 217 NB Off Ramp at Scholls	0.281	X			
<b>Subtotal</b>	<b>90.693</b>				
FY 02-03 CONSTRUCTION COST BUDGET	<u>54.4</u>				
<b>FINAL PLAN OVERPROGRAM</b>	<b>36.293</b>				

## Scheduled EIS Funding During FY 98 - 2001

PROJECT	CONSTR EST.	EIS/RECON TARGET DATE			
		98	99	00	01
<i>EIS Milestone</i>					
I-5: E. Marq. Intch-Grand/MLK Blvd Ramps	56.026			X	
I-5: Greeley Ramp-N. Banfield Intch	125.137			X	
Hwy 217: TV Hwy-72nd Ave Intch	45.877		X		
Mt. Hood Parkway	129.776		X		
I-205 @ Clakamas Hwy (Sunrise)	65.180	X			
U.S. 26 (Sunrise Corridor): I-205-Rock Cr. Jct.	80.741	X			
<b>Subtotal</b>	<b>502.737</b>				
FY 02-03 CONSTRUCTION COST BUDGET	<u>54.400</u>				
<b>EIS OVERPROGRAM</b>	<b>448.337</b>				

## Scheduled Reconnaissance Activity in FY 98 STIP

PROJECT	CONSTR EST.
Tualatin-Sherwood Expressway	150.000

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**FY 1998-2001  
State/Metro  
Transportation  
Improvement Program**

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**Public Information Booklet**

**September 1996**

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**METRO**



**METRO**

**STIP/MTIP Public Information Booklet  
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    2. Why is less transportation funding expected to be available  
    in the future?

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STIP/MTIP Development Schedule..... grey



**METRO**

## **Introduction to the 1998-2001 STIP/MTIP Process**

This booklet is intended to provide general background information for interested members of the public on the issues and process associated with the development of the 1998-2001 joint State/Metro Transportation Improvement Program (referred to as the 1998-2001 STIP/MTIP). As noted in the enclosed fact sheet, Metro and the Oregon Department of Transportation are required by federal law to develop and/or update a transportation improvement program every two years.

In general, a transportation improvement program identifies a four-year schedule of projects to be constructed or programs to be funded which utilize federal transportation revenues. The program also identifies and funds project design and development for projects that are likely to be built after 2001 (as information, the program also includes other significant regional projects which do not utilize federal funds). As seen in the fact sheets, the eligible projects range from roads and highways to bicycle lanes, bus purchases, and transportation demand management programs.

In developing a transportation improvement program, public involvement must begin early and continue throughout the process. The 1998-2001 STIP/MTIP process is in its very early stages. The September 19 meeting is intended as an informational and procedural "kick-off" for public activities. The intent of the meeting and testimony is not to weigh the advantages of individual transportation projects. That will happen in early 1997.

For now, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro staff are interested in public comment in the three following areas:

- 1) How should the region balance funds between the "state" system and the "regional flexible" system? (see fact sheet #1)
- 2) What should be the focus of the STIP/MTIP program?
- 3) What criteria should be used to prioritize projects?

The remainder of this packet provides general information on the issues at hand. Included is more information on what is a STIP/MTIP; what is the range of potential transportation dollars available during the 1998-2001 timeframe; what is the status of current project commitments; what will be the format and schedule for the rest of the process; when will key decisions be made; and an "issues guide" to assist the public on testimony or written comments submitted at this time.

To remain involved, please be sure to sign in at the September 19 meeting, include your name and address in any written comments, or call the Metro Transportation Hotline at 797-1900 or 797-1804 T.D.D.



**METRO**

**MEETING:** 1998 – 2001 STIP/MTIP kick-off and public comment meeting

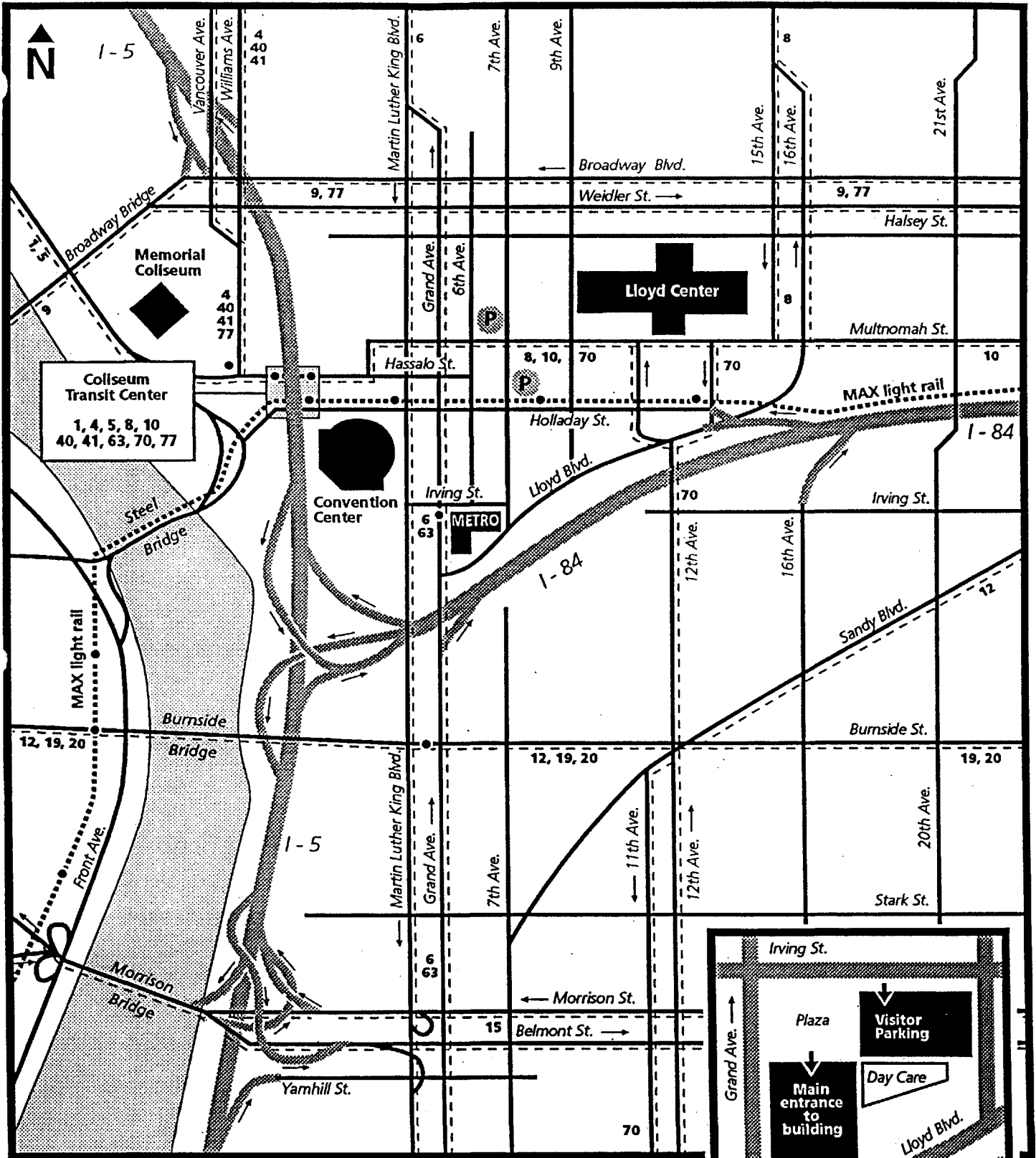
**DATE:** Thursday, September 19

**TIME:** 6:30 p.m.

**PLACE:** Council Chamber  
Metro Regional Center  
600 NE Grand Ave., Portland  
(see reverse for transit and parking information)

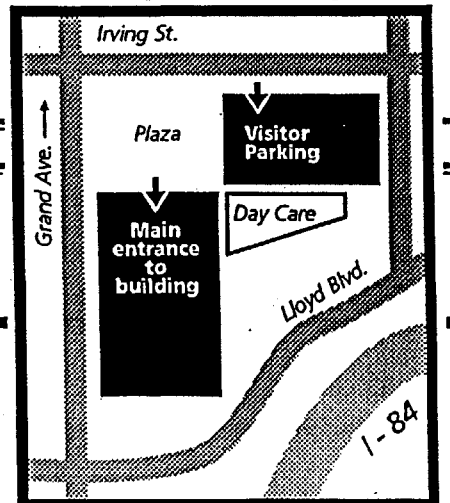
**AGENDA**

- 6:30 p.m. Arrival  
Information and displays, as well as staff to answer questions, will be available in the adjoining Council Annex throughout the meeting.
- 6:45 p.m. Presentation
1. Welcome
  2. STIP/MTIP background
  3. Overview of statewide funding picture
  4. Impact on regional program
  5. Process overview
- 7:05 p.m. Q & A
- 7:15 p.m. Public comment (3 minutes per person)



**Legend**

- = bus route
- 70 = bus number
- = street
- = bus/max stop
- Ⓟ = public parking; \$2 half day, \$4 full day
- ▨ = freeway
- ⋯ = max
- = bus/max stop



Enter Metro visitor parking from Irving Street (time limit 4 hours per visit). Enter Metro Regional Headquarters from the plaza.



# 2040 framework Transportation

## COOPERATIVE STATE AND REGIONAL TRANSPORTATION FUNDING

**How do the state and region work together to make transportation decisions?**

Congressional approval of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 resulted in significant changes to the transportation planning process in our region. The act places significant emphasis on increased cooperation between the local, regional and state jurisdictions that own and operate our region's transportation system and gives them more flexibility when making transportation funding decisions. These partners include the cities and counties of the region, Metro, the Oregon Department of Transportation (ODOT), the Port of Portland and Tri-Met.

Specifically, the act requires that these bodies cooperatively develop statewide and metropolitan transportation plans that forecast future growth, identify needed transportation investments to meet this growth and ensure the maintenance and efficient operation of existing transportation systems over a 20-year time frame. The statewide plan is called the Oregon Transportation Plan and the plan for our region is called the Regional Transportation Plan.

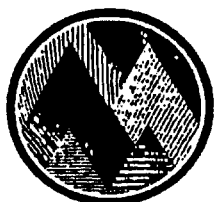
Projects identified in these plans are then prioritized and scheduled for funding based on revenues expected to be available over a four-year time period in *Transportation Improvement Programs* (TIPs). At the regional level these TIPs are called Metropolitan Transportation Improvement Programs (MTIPs) and are consolidated throughout the state in a State Transportation Improvement Program (STIP) which must reflect the priorities identified in the MTIPs. Since passage of ISTEA in 1991, state and regional cooperation in both the STIP and the MTIP processes have resulted in a program of projects that respond to the needs of our region's transportation system, and includes freeway, arterial, public transportation, pedestrian, bicycle and freight-related elements.

**What are state and regional funding responsibilities?**

A key ODOT statewide role is to plan for, modernize and maintain the system of Interstate and limited-access freeways, and the system of state highways built to connect towns and cities in Oregon. ISTEA did not diminish this important role for ODOT. In fact, a number of ISTEA funding categories specifically target these needs and supplement an even larger source of state highway revenues that are also dedicated to these types of projects (see Table 1).

**Table 1: State and Regional Funding Responsibilities**

	Revenue Sources	Project Type
<b>State</b>	State Gas Tax Interstate Maintenance Program State Surface Transportation Program National Highway System Program	Interstate and State Limited-Access Freeways State Highways State Bridges
<b>Regional</b>	Regional Surface Transportation Program Congestion Mitigation/Air Quality Program Transportation Enhancement Program	Arterials Collectors Bridges Bicycle Facilities Pedestrian Facilities Transit Facilities and Vehicles Transit-Oriented Development Transportation System Management Transportation Demand Management Planning



**METRO**

Transportation

Department

600 NE Grand Ave.

Portland, OR 97232

(503) 797-1750

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## About Metro

*Metro is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area.*

*Metro is responsible for growth management, transportation and land-use planning; solid waste management; operation of the Metro Washington Park Zoo; regional parks and greenspaces programs; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.*

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The impact of ISTEA on ODOT has been to integrate the needs of these types of highway facilities with the wide variety of transportation needs that characterize more densely populated metropolitan areas. To address urban congestion, accessibility and mobility issues, ODOT works with Metro to evaluate not only highway improvements, but also the relative benefits of improving arterials and collectors, freight routes and investment in alternative travel modes such as walking, biking and transit.

To implement these diverse types of projects, ISTEA created new *regional flexible funding* sources that are generally distributed through Metro in cooperation with its regional partners. In the past, these funds have been used to finance portions of the Westside/Hillsboro light rail project as well as to build local sidewalks, critical links to the regional bike system, innovative transit-oriented development projects, and improvements to local arterials and signal systems.

### **How has this region blended state and regional responsibilities under ISTEA?**

In 1994, Metro worked with its regional partners to create a \$16 million fund of state revenues that would be used to fund projects that helped to implement the 2040 Growth Concept. Regional Surface Transportation Program funds contributed an additional \$12 million to this program. In January 1996, the \$28 million Region 2040 Implementation Program was approved by JPACT and the Metro Council, and subsequently by the Oregon Transportation Commission. This program integrated state and regional funding sources and scheduled the funds to be spent on a mix of highway, arterial, pedestrian, bicycle, freight, public transportation and transportation demand management projects.

### **Will integrated programs continue under the next ISTEA?**

The current ISTEA authorization will expire at the end of September 1997. By that time, a new bill must be approved by Congress to establish the upper range of federal transportation funding that will be made available the following four to six years. These authorization bills are typically used by Congress to modify broad policy objectives of federal transportation funding programs. This is precisely how ISTEA was used when it was adopted in 1991. The law not only

specified program funding levels but also transformed the previous federal emphasis on *building* the Interstate freeway system. It established new programs and funding eligibility rules that emphasize *managing increasing congestion* of regions that are connected by the now complete Interstate system. A key to this transformation of priorities was the increase of authority provided Metropolitan Planning Organizations (MPOs) to plan and fund projects responsive to urban congestion.

### **Who should I contact for more information?**

Metro is planning a number of activities to hear your opinions on this and other regional transportation issues. To tell us what you think, to have your name added to the transportation mailing lists, to request more information or to find out about upcoming meetings, call Metro's transportation hotline (503) 797-1900 or T.D.D. (503) 797-1804.





# 2040 Transportation



**METRO**

Transportation

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## WHY IS LESS TRANSPORTATION FUNDING EXPECTED TO BE AVAILABLE IN THE FUTURE?

### Background

The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed by Congress in December 1991. ISTEA set the upper limit of federal funds that could be appropriated by Congress over the next six years to support transportation projects. ISTEA also required that state and regional Transportation Improvement Programs (TIPs) meet stringent "fiscal constraint" requirements: TIPs may only program projects for which it is reasonably anticipated that funding will be available.

In 1990, ODOT began a two-year process which culminated with adoption of the FY 1993-1998 State Transportation Improvement Program (STIP). This STIP update included commitments to construct a number of projects in the Portland metropolitan area. Despite adoption of conservative revenue assumptions, actual federal and state funding over the following four years was significantly less than ODOT's projections. However, ODOT's project commitments have continued, in large measure, to stand firm. Beginning in FY 1998, a number of factors will further reduce funds available to support transportation projects in the Portland area. This will bring increasing pressure on both ODOT and regional project commitments.

### Reduced federal and state funds

The current ISTEA expires at the end of 1997 and federal transportation funding is anticipated to decrease year by year in the next ISTEA as part of deficit reduction measures. Also, Oregon's fuel taxes have not been increased since the 1991 legislative session, yet improved fuel efficiency is reducing their revenue-raising potential and inflation is reducing their purchasing power.

### Limits on access to federal funds

Congress appropriates transportation funds to the states each year. Over the past 10 years, Congress has prohibited the states from "spending" approximately 10 percent of each year's appropriation until the following year. This restriction is referred to as an "obligation ceiling." Over the past five years, this obligation ceiling has built up a tremendous backlog of appropriated funds that cannot be spent on projects to which the funds have been committed. However, ODOT has always considered the funds "reasonably anticipated" and has included projects that rely on them in the STIP.

Beginning in FY 1998, newly adopted federal accounting procedures will no longer allow ODOT to assume availability of this revenue under the logic that funds that cannot actually be spent — even if they are appropriated for the State's use — cannot be considered "reasonably anticipated." This will have the effect of spreading into the future a number of projects currently programmed for near-term construction. It has not yet been decided which projects to delay.

### Increased preservation needs

The Oregon Transportation Commission gives first funding priority to the state's operations, maintenance and preservation (OM&P) needs, which is the State's largest commitment of transportation funds. During the period FY 1998-2001 these needs will be nearly 20% more — on an annual basis — than was required in the prior four-year period. For this reason, remaining funds available for modernization projects are reduced.

### FY 1998 funds already committed

Roadway modernization commitments have been made by ODOT in the current STIP through FY 1998. Therefore, the first year of the new STIP (i.e., FY 1998) is

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already committed and does not account for prior year carryover commitments. The region, on the other hand, has only dedicated funds expected through FY 1997. Therefore, new regional flexible funds expected for FY 1998 will be available for new projects.

### **How will reduced transportation funds affect state and regional cooperation?**

The region's modernization commitments in the current STIP reflect both ODOT and local agency *project priorities* as well as state and regional *funding sources*. However, ODOT funds that will actually be available through FY 1998, and regional flexible funds available through FY 1997, will not be sufficient to build these projects as planned. This will occur for the reasons discussed above, and especially because "carryover" funds can no longer be assumed under the new federal fiscal constraint rules.

For instance, approximately \$51 million of ODOT project commitments are now scheduled in FY 1998 as a result of intentional programming and project deferrals (see attached "Commitments" bar, Figure 1, and Table 1). The new STIP, must demonstrate that these projects will be paid for only with appropriated funds that are allowed to be obligated during FY 1998-2001. No carryover funds from previous years can be relied on to demonstrate that the FY 1998 projects actually have funding. ODOT will only be able to meet these commitments by using virtually all the \$57 million it expects to receive during FY 1998-2001 (see Figure 1).

ODOT's FY 1998 commitments are comprised of nearly \$15 million of "locally-oriented" projects derived from the 1996 Region 2040 Allocation. Another \$36 million are "traditional" freeway/highway improvement projects derived from prior ODOT programs (see Table 1). However, meeting ODOT's highway improvement *dollar* commitments (see Table 1) is only one issue. To complete construction of these large projects will require more dollars than are currently committed to the projects. To meet the total estimated construction cost of all the projects to which ODOT has made specific dollar commitments will require \$89

million — \$32 million more than ODOT expects to receive during FY 1998-2001 (see "Revenue" bar, Figure 1, and Table 2).

The region on the other hand expects to meet its blended project commitments and have about \$29 million of regional flexible funds left to spend during FY 1998-2001 (see Figure 2 and Table 3).

### **What do you think should be done?**

ODOT would need all anticipated regional flexible funds through FY 2001 to meet construction costs of its currently committed projects. As Metro and ODOT work to update the STIP and MTIP, this critical question must be resolved:

**Should the region dedicate all, some or none of its regional flexible funds to meet ODOT's project commitments and needs?**

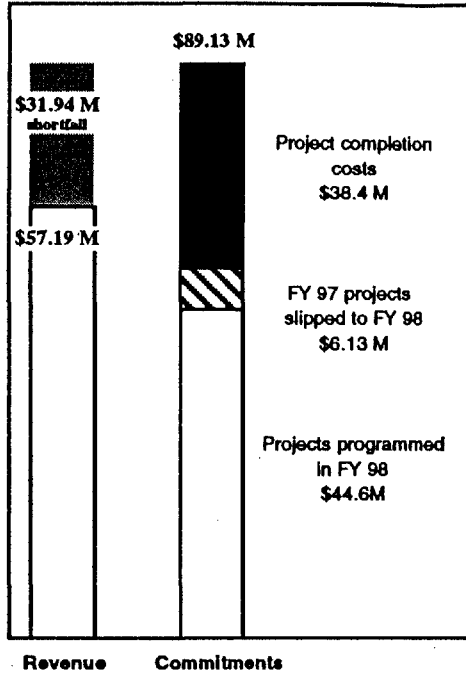
If all flexible funds are dedicated to complete construction of ODOT projects, there will be no funds left for new "locally"-oriented projects before 2002.

**Would it be preferable to have new locally-oriented projects or to complete several important projects on critical regional freeways and highways?**

### **Who should I contact for more information?**

Metro is planning a number of activities to hear your opinions on this and other regional transportation issues. To tell us what you think, to have your name added to the transportation mailing lists, to request more information or to find out about upcoming meetings, call Metro's Transportation Hotline (503) 797-1900 or T.D.D. (503) 797-1804.

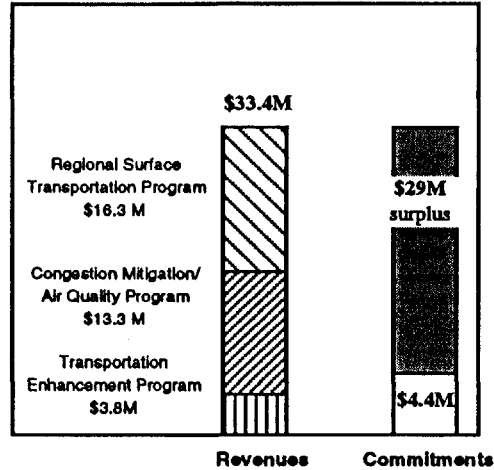
**Figure 1: Funding versus Commitments**



**State Modernization Program  
FY 98-2001**

\* dollars represented in millions

**Figure 2: Projected Regional Flexible Funds**



**Regional Flexible Funding Program  
FY 98-2001**

**Table 1: State Modernization Commitments (in millions)**

Derived From:	FY '98	Defer to '98	Completion Costs	Totals
<b>Region 2040 Allocation</b>				
Bus purchase	\$10.76			
Sunnyside Road	\$ 2.00			
Highway 43 @ West A Street		\$ .79		
Highway 43 @ McVey		\$ .90		
Highway 217/Greenberg		\$ .36		
Pacific Avenue		\$ .08		
<b>Sub Total</b>	<b>\$12.76</b>	<b>\$ 2.13</b>		<b>= \$14.89</b>
<b>Highway Improvements</b>				
Eastbank Esplanade	\$ 1.62			
Sunset Highway - Phase 2		\$ 4.00	\$ 8.00	
I-205/Sunnbrook	\$13.40		\$ 6.00	
I-5/217/Kruse Way	\$13.12		\$23.00	
Highway 47 Bypass	\$ 3.70		\$ 1.40	
<b>Sub Total</b>	<b>\$31.84</b>	<b>\$ 4.00</b>	<b>\$38.40</b>	<b>= \$74.24</b>
<b>Grand Total</b>	<b>\$ 44.6</b>	<b>\$ 6.13</b>	<b>\$38.40</b>	<b>= \$89.13</b>

**Table 2: Regional Flexible Funding Program Commitments (in millions)**

	FY '98	Defer to '98	
Ped to transit - Portland		\$ .90	
Strawberry Lane Bikeway		\$ .21	
Hall Boulevard Bike Lane		\$ .29	
Oregon Electric Right-of-Way		\$ .04	
Sunnyside Road	\$ 3.00		
<b>Total</b>	<b>\$ 3.00</b>	<b>\$ 1.44</b>	<b>= \$ 4.44</b>

**Issue Guide for Public Testimony**  
**1998-2001 STIP/MTIP**  
**September 19, 1996**

**Format**

Public testimony will be accepted and is encouraged at the September 19, 1996 meeting on the 1998-2001 STIP/MTIP. Invited Metro Councilors will accept testimony from the general public. As proposed, members of the public will be called to testify at designated speaker tables. **Each speaker will have approximately three minutes to offer comments.** At the conclusion of the testimony, the Metro Councilors may ask follow-up questions or clarifications. This format is tentative and may be changed by Metro Councilors dependent upon factors such as time constraints.

For those wishing to comment, but not wanting to testify, comment cards will be available for written comments or the public may wish to provide other written testimony. In order for the Council and the Joint Policy Advisory Committee on Transportation (JPACT, comprised of local elected officials and agency heads) to review testimony prior to their October decisions, **please submit written comments by Thursday, September 26, to:**

**Councilor Rod Monroe, Chair**  
**JPACT**  
**c/o Pamela Peck**  
**Metro Transportation Department**  
**600 NE Grand Avenue**  
**Portland, OR 97232**

**Issues**

As noted in the Introduction, the Metro Council and staff are interested in comments in three areas at this time:

- 1) How should the region balance funds between the "state" system and the "regional flexible" system? (see fact sheet #1)
- 2) What should be the focus of the STIP/MTIP program?
- 3) What criteria should be used to prioritize projects?

The following are a number of questions or statements that have been developed to assist you when thinking about the above issues. Please feel free to use them to guide your testimony. Also, please consider the limited funds available. The maximum available will be around \$29 million, and is likely to be less once final estimates are completed. Comments on other regional transportation issues are welcome. But remember, testimony will be limited to three minutes. Also, please note that staff will be available prior to and during the meeting to help explain any of the issues you may have questions about.

Balancing Funds

- Based on the information provided in the fact sheet, should funding be limited to the "state" system, to the "regional flexible" system, or to both?
- Should available revenue be used to ensure that previous commitments are constructed? Note, some projects in the current STIP/MTIP have slipped in schedule or now have higher estimated costs. (see fact sheet #2)

## Program Focus

- Should the program focus upon or emphasize a particular program, goal, or objective?
- If so, what particular objective? Consider the following:

Modal objective – such as highways, arterials, bicycle facilities, sidewalks, freight access, system operations, demand management (flextime, carpool programs, etc.).

Geographic or corridor objective – for example, putting all or most of the money towards one project or corridor.

Equity objective – meaning a little money for all modes and/or for all areas of the region.

Land use objectives – for example, projects that serve community retail or projects that serve industrial areas.

## Prioritization Criteria

Metro “technically” ranks projects against general criteria that match regional objectives contained in Metro’s Regional Transportation Plan and the Region 2040 Growth Concept. The specific criteria vary slightly by project type (new or expanded road, bicycle, pedestrian, freight, etc.). Similar project types are then evaluated against each other. After being technically ranked, final priorities are based on public comment on the projects and decisions made by JPACT and the Metro Council.

Please give us your thoughts on prioritization criteria. Currently, technical criteria relate to the following five categories:

- 1) Consistency with the Region 2040 Concept for Growth
  - 2) Project use or effectiveness
  - 3) Safety
  - 4) Cost-effectiveness
  - 5) Multi-modal aspects of the project.
- Do you agree with these categories? What others might you suggest?
  - Given the above categories, are there two or three that should be weighted higher than the others?
  - In the category of Region 2040, the Central City, Regional Centers, and Industrial Areas have traditionally received high points. Do you agree?
  - Are there other areas you think should get high, medium, or low points? Please consider LRT station communities, Town Centers, Main Streets, Residential Districts, Employment Districts, other.

## **Response**

Metro staff will summarize and provide a written response for each of your comments. The written responses will become part of the public record and will be provided to JPACT and the Metro Council for their consideration. Copies of the September 19 testimony responses will be available by calling the Metro Transportation Hotline, (503) 797-1900 or (503) 797-1804 T.D.D.



METRO

1998-2001 MTIP/STIP DEVELOPMENT SCHEDULE  
Metro/ODOT Region 1

*Milestones*

AUGUST 1996	45-day public notification of update start; finalize revenue forecasts
SEPTEMBER 1996	Begin update; kick-off and public comment meeting (September 19, 6:30 p.m., see reverse for schedule)
SEPTEMBER/ OCTOBER 1996	<b>Approval of Draft State Modernization Program for public comment; approval of selection criteria for flexible funding allocation</b> - TPAC September 27 - JPACT October 10 - Metro Council October 17
NOVEMBER 1996	Deadline for jurisdictions/agencies to submit projects (November 15)
DECEMBER 1996	Complete technical ranking of projects
JANUARY 1997	<i>Public workshops (Priorities '97)</i>
FEBRUARY/ MARCH 1997	<b>Adoption of Final State Modernization Program and Flexible Funding Allocation</b> - TPAC February 28 - JPACT March 13 - Metro Council March 20
APRIL-JUNE 1997	Conduct air quality conformity analysis
JULY 1997	<i>Public review of conformity (30 days)</i>
AUGUST 1997	<b>JPACT/Metro Council adoption of Final MTIP/STIP, including conformity</b>
SEPTEMBER	OTC adopts joint MTIP/STIP

Note: Action items shown in bold typeface require public hearings and result in adoption actions by JPACT and the Metro Council. Other public involvement activities are shown in italics.

## Schedule

SEPT 19, 1996 - 6:30 p.m. - Kick-off Public Workshop

SEPT/OCT '96 - Approve Draft STIP/MTIP

NOV '96 - Deadline for Flex Funding Solicitation  
(if any)

JAN '97 - Public Workshops on Draft STIP/MTIP

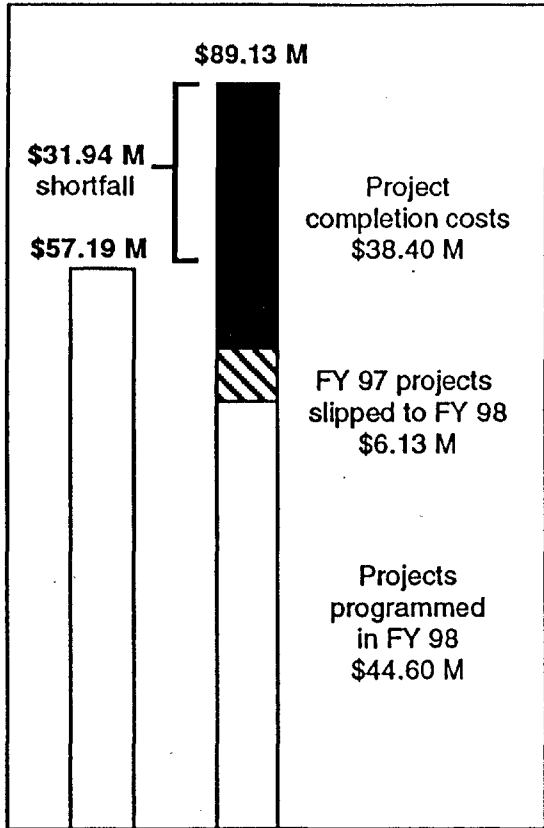
FEB/MARCH '97 - Adopt Final STIP/MTIP

Anticipated Funding Shortfall  
1998-2001

- Federal funding down due to budget cuts
- Limit to 100% of federal spending authority - don't program carryover
- Gas tax receipts down
- Greater emphasis on maintenance
- Factor in inflation @ 2.5 - 3.5%
- State Modernization already committed thru 1998
- Flex Funds only committed thru 1997



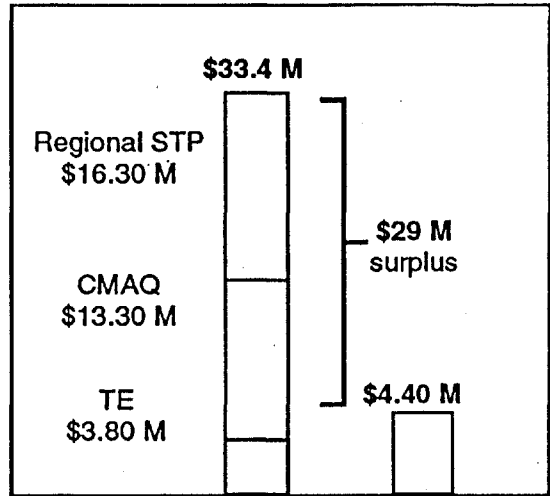
## Revenue versus Commitments



Revenue Commitments

**State Modernization Program  
FY 98-2001**

(dollars represented in millions)



Revenue Commitments

**Regional Flexible Funding Program  
FY 98-2001**

State Modernization Commitments

<u>Region 2040 Allocation</u>	<u>'98</u>	<u>Slip to</u> <u>'98</u>	<u>Cost</u> <u>Increases</u>	<u>Total</u>
Bus Purchases	\$10.76			
Sunnyside Rd.	\$2.00			
Hwy 43/West A		\$0.79		
Hwy 43/McVey		\$0.90		
Hwy 217/Greenburg		\$0.36		
Pacific Ave.		\$0.08		
	<u>\$12.76</u>	<u>\$2.13</u>	<u>\$0.00</u>	<u>\$14.89</u>

<u>Highway Improvements</u>	<u>'98</u>	<u>Slip to</u> <u>'98</u>	<u>Cost</u> <u>Increases</u>	<u>Total</u>
Eastbank Esplanade	\$1.62			
Sunset Hwy - Phase II		\$4.00	\$8.00	
I-205/Sunnybrook	\$13.40		\$6.00	
I-5/Hwy 217/Kruze Way	\$13.12		\$23.00	
Hwy 47 Bypass	\$3.70		\$1.40	
	<u>\$31.84</u>	<u>\$4.00</u>	<u>\$38.40</u>	<u>\$74.24</u>

Flex Funding Commitments

	'98	Slip to '98	Cost Increases	Total
Ped to Transit		\$0.90		
Strawberry Lane Bikeway		\$0.21		
Hall Blvd. Bike Lane		\$0.29		
Or. Electric ROW		\$0.04		
Sunnyside Rd.	\$3.00			
	<u>\$3.00</u>	\$1.44	\$0.00	\$4.44

Potential State Modernization Projects that could be  
funded with CMAQ/Enhancement/Regional STP Funds

Hwy 43/West A	\$0.79
Hwy 43/McVey	\$0.90
Pacific Ave.	\$0.08
Eastbank Esplan	<u>\$1.62</u>
	\$3.39
Buses	\$10.76
Sunnyside Rd.	<u>\$2.00</u>
	\$16.15

## Region 2040 Projects

### Roadway

- Lovejoy Ramp
- 238th/Halsey
- Johnson Creek Blvd. - Phase II
- Hwy.43/Willamette Falls Dr.
- Hwy.99W/Tualatin Rd.
- Signal interconnects - Sandy, Powell, Division, T.V. Hwy.

### Freight Projects

- Albina O'Xing
- N. Lombard/Rivergate Dr. O'Xing

### TDM Projects

- Regional Rideshare Program - 1998-2001
- Swan Island TMA

### Bike Projects

- Hawthorne Bridge
- Halsey St.
- Springwater Access Points
- Walker Rd.
- Gateway/Hollywood Bike Access

## Pedestrian Projects

- A Avenue - Lake Oswego
- Cully Blvd.
- Ped. to MAX

## TOD Projects

- TOD Revolving Fund
- Beaverton Central - Mill/Henry St. - Phase II
- Gresham Civic Neighborhood - Phase II

## Planning

- Metro on-going transportation planning - 1998-2001
- Freight Planning

**Current 2040 Implementation Program  
Project Selection Criteria**

	Current	Proposed
<b>ROAD EXPANSION</b>	①2040 25 points	<input type="text"/>
	②Multi-modal 15 points	<input type="text"/>
	③1990 VC (15)/2015 VC (10) 25 points	<input type="text"/>
	④Cost per VHD ↓ 15 points	<input type="text"/>
	⑤Safety 20 points	<input type="text"/>
<b>ROAD RECONSTRUCTION</b>	①2040 25 points	<input type="text"/>
	②Multi-modal 15 points	<input type="text"/>
	③1992 Pavement Rating/2002 Rating 25 points	<input type="text"/>
	④Cost per VMT ↑ in 2015 15 points	<input type="text"/>
	⑤Safety 20 points	<input type="text"/>
<b>FREIGHT</b>	①2040 25 points	<input type="text"/>
	②Multi-modal 10 points	<input type="text"/>
	③System Connectivity 25 points	<input type="text"/>
	④Cost per VHD ↓ 15 points	<input type="text"/>
	⑤Safety 25 points	<input type="text"/>



METRO

### Current 2040 Implementation Program Project Selection Criteria

	Current	Proposed
<b>PEDESTRIAN</b>	①2040 25 points	<input type="text"/>
	②Multi-modal 10 points	<input type="text"/>
	③Mode Share ↑/VMT ↓ 25 points	<input type="text"/>
	④Cost per VMT ↓ 15 points	<input type="text"/>
	⑤Safety correction 25 points	<input type="text"/>
<b>BICYCLE</b>	①2040 25 points	<input type="text"/>
	②Connectivity of Regional System 20 points	<input type="text"/>
	③Ridership (Usage) 15 points	<input type="text"/>
	④Cost per VMT ↓ 25 points	<input type="text"/>
	⑤Safety 15 points	<input type="text"/>
<b>PUBLIC TRANSPORTATION</b>	①2040 25 points	<input type="text"/>
	②Multi/intermodal 25 points	<input type="text"/>
	③Mode Share ↑/VMT ↓ 30 points	<input type="text"/>
	④Cost/new rider in 2015/VMT ↓ 20 points	<input type="text"/>
<b>TDM</b>	①2040 25 points	<input type="text"/>
	②Multi-modal 20 points	<input type="text"/>
	③Mode Share ↑ 30 points	<input type="text"/>
	④Cost per VMT ↓ 25 points	<input type="text"/>
<b>TOD</b>	①2040 25 points	<input type="text"/>
	②Multi-modal 10 points	<input type="text"/>
	③Mode Share ↑ 25 points	<input type="text"/>
	④Cost per VMT ↓ 15 points	<input type="text"/>
	⑤Density ↑ w/in ¼ mile of transit 25 points	<input type="text"/>



2040 Transportation Prioritization Criteria

Project Types	Central Cities Regional Centers on LRT	Indus. Sanctuaries	Main Streets Town Centers LRT Stations Bus Corridors Reg. Ctrs. not on LRT	"Inner" Neighbor- hoods Type I	Mixed Employ. & "Outer" Neighbor- hoods Type II
Freeways Arterials & Collectors (to & within)	H	H	M	M	L
Transit Facilities (to & within)	H	L	M	M	L
Regional Freeways (to & within)	H	M	M	M	L
Local Circ. Streets Bikeways (within)	H	L	M	M	L
Sidewalks (within)	H	L	H	M	L

High = 25 points  
 Medium = 13 points (13)  
 Low = 0 points

# Potential Expanded 2040 Considerations

## Road Expansion Criteria

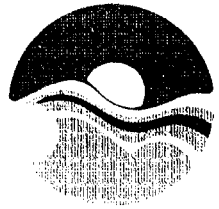
2040 (25) Multi-modal (15) Congestion (25) Cost-Benefit (15) Safety (20)  (current point scheme)	→ 1. <b>Location</b>	<ul style="list-style-type: none"> <li>• Central City, Regional Centers on LRT, Industrial Sanctuaries</li> <li>• Regional Centers with no LRT, Station Communities, Town Centers, Main Streets</li> <li>• Outer neighborhoods, Employment Areas</li> </ul>	points _____ _____ _____
	→ 2. <b>2040 Target Density</b>	<ul style="list-style-type: none"> <li>• 1992 Density</li> </ul> 1/3 } % ↑/↓ 1/3 } average 1/3 } present density	1992 _____ 2015 _____ 2015 _____ 2015 _____
	→ 3. <b>Connectivity</b>	<ul style="list-style-type: none"> <li>• Access to (<i>delta of household access to total employment - '92/2015</i>)</li> <li>• Access within (<i>per functional plan performance standard: ratio of local to regional traffic on regional facilities</i>)</li> </ul>	_____ _____
	→ 4. <b>Street Design</b>	<ul style="list-style-type: none"> <li>• TSM Treatment (<i>access control &amp; consolidation, signal intertie/timing, channelization</i>)</li> <li>• Multi-modal Boulevard Treatment (<i>pedestrian amenities, bikeway, transit amenities, etc.</i>)</li> </ul>	_____ _____

## Decisions for October Draft STIP/MTIP

- Should existing State Modernization Resources (\$57 m.) First Fund Existing Commitments (\$50.7 m.) before Funding Cost Increases (\$38.4 m.)?
- Should Any (all, part or none) of the Flex Funds be used to fund past State Modernization Commitments?
- Should Any (all, part or some) of the Flex Funds be retained to consider allocating to projects?
- What should be the criteria for project solicitation?

Restrict to projects previously considered?

Retain past criteria? Broaden 2040 Criteria?



WASHINGTON  
COUNTY,  
OREGON

September 9, 1996

To: Joint Policy Advisory Committee on Transportation (JPACT)

From: Roy Rogers, Chair *RR*  
Washington County Coordinating Committee

Subject: **FY1998-2001 STIP Commitments**

The Washington County Coordinating Committee strongly reaffirms its support for providing adequate funding in the upcoming *FY1998-2001 State Transportation Improvement Program (STIP)* to complete all project commitments contained in the current STIP. These projects represent long standing commitments by ODOT, the region, and local jurisdictions which must be honored before considering the addition of any new projects to the STIP.

In a number of cases, these commitments were made as part of voter approved transportation programs at the local and regional levels (i.e., Westside Light Rail, MSTIP). Current commitments include the Hwy. 26 projects identified in the final environmental impact statement for westside light rail, the Hwy. 47 Bypass project, and the I-5/Hwy. 217/Kruse Way interchange.

In the previous FY1995-1998 STIP, the region cut or deferred to development a total of \$173 million. Of this regionwide total cut/deferral, \$81 million (approximately 47% of the total) was from projects in Washington County -- most of these on U.S. 26 and at I-5/Hwy. 217! The U.S. 26 projects, originally called for in the *Westside Corridor Project Final Environmental Impact Statement*, have been limited to no more than \$50 million as a result of the FY1995-1998 STIP cut process. In light of delays, project rescoping, and increased costs for these projects it is highly probable that additional funding will be needed to complete these projects as originally intended. The I-5/Hwy. 217/Kruse Way project has suffered similar problems and is also in need of additional funding. The state highway system in Washington County absorbed the lion's share of the cuts in the previous STIP, and should not be expected to take further cuts on these critical regional projects.

Additional state funds are also needed on the Hwy. 47 Bypass project. Washington County voters have funded almost \$250 million in improvements to the state and local transportation system through the MSTIP program, yet the Hwy. 47 Bypass project is



METRO

Date: September 10, 1996

To: JPACT Finance Committee

From: *EL* Ed Lindquist, Chair

Re: JPACT Finance Committee Meeting Schedule

As per discussion at the September 5 JPACT Finance Committee meeting, the following meetings are being scheduled at the Metro Regional Center:

- Thursday, 9-19-96 . . . 7:30 a.m. . . R. 270
- Thursday, 10-3-96 . . . 7:30 a.m. . . R. 270
- Thursday, 10-17-96 . . . 7:30 a.m. . . R. 270
- Thursday, 10-31-96 . . . 7:30 a.m. . . R. 370A
- Thursday, 12-5-96 . . . 7:30 a.m. . . R. 270
- Thursday, 12-19-96 . . . 7:30 a.m. . . R. 270

Please mark your calendar accordingly.

EL:lmk

COMMITTEE MEETING TITLE

JPACT

DATE

9-12-96

NAME

AFFILIATION

Edo Lindquist

Clackamas Co.

BOB DRAKE

CITIES OF WASH. CO.

BRUCE WAKIVER

ODOT

TANYA COLLIER

MULTNOMAN COUNTY

Andy Cotugno

metro

Rod Monroe

Metro Council

David Yaden

Tri Met

Roy Rogers

WASH. CTY.

Jon Kristad

Council

Bernie Bottanly

Tri-met

Leo Huff

ODOT

Kathy Lehtola

Washington County

Kate Alesne

City of Portland

TOM KLOSTER

METRO

MIKE HOGLUND

METRO

XAVIER FALCONI

TVEDC

Susan Lee

Mult. Co.

Kathy Buss

Mult Co

Allison Dobbin

Metro

Mike Mabrey

Gresham

Howard Harris

DER

Susan McLean

Metro Council