

Portland State University

**PDXScholar**

---

Joint Policy Advisory Committee on  
Transportation

Oregon Sustainable Community Digital Library

---

2-11-1999

## Meeting Notes 1999-02-11 [Part A]

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: [https://pdxscholar.library.pdx.edu/oscdl\\_jpact](https://pdxscholar.library.pdx.edu/oscdl_jpact)

**Let us know how access to this document benefits you.**

---

### Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1999-02-11 [Part A]" (1999). *Joint Policy Advisory Committee on Transportation*. 263.

[https://pdxscholar.library.pdx.edu/oscdl\\_jpact/263](https://pdxscholar.library.pdx.edu/oscdl_jpact/263)

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: [pdxscholar@pdx.edu](mailto:pdxscholar@pdx.edu).

**METRO**

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

Date: **FEBRUARY 11, 1999**

Day: **THURSDAY**

Time: **7:30 a.m.**

Place: **METRO, CONFERENCE ROOM 370A-B**

- \*1. MEETING REPORT OF JANUARY 14, 1999 - APPROVAL REQUESTED.
- \*2. RESOLUTION NO. 99-2754 - ENDORSING THE USE OF PASSENGER FACILITY CHARGES FOR CONSTRUCTION OF THE LIGHT RAIL PROJECT TO PORTLAND INTERNATIONAL AIRPORT - APPROVAL REQUESTED - Andy Cotugno, Metro; Susie Lahsene, Port of Portland.
- \*3. FEDERAL TRANSPORTATION POSITION PAPER - APPROVAL REQUESTED - Andy Cotugno.
- \*4. MTIP UPDATE - STATUS REPORT - Andy Cotugno.
- 5. LISTENING POST - RECAP AND WORKSESSION - Andy Cotugno.
- 6. (TIME PERMITTING) LEGISLATIVE UPDATE - INFORMATIONAL.

          
\*Material enclosed.

## MEETING REPORT

DATE OF MEETING: January 14, 1999

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

PERSONS ATTENDING: Members: Chair Ed Washington, Jon Kvistad and David Bragdon, Metro Council; Bill Kennemer, Clackamas County; Fred Hansen, Tri-Met; Kate Deane (alt.), ODOT; Karl Rohde, Cities of Clackamas County; Charlie Hales, City of Portland; Jim Kight, Cities of Multnomah County; Mary Legry (alt.), WSDOT; Sharron Kelley, Multnomah County; Rob Drake, Cities of Washington County; Craig Pridemore, Clark County; Dave Lohman (alt.), Port of Portland; and Roy Rogers, Washington County

Guests: Mike Burton, Metro's Executive Officer; Rod Monroe, Metro's Presiding Officer; Lisa Naito, Multnomah County Commissioner; Rod Sandoz and John Rist, Clackamas County; Carolyn Gassaway, ODOT; Steve Dotterer and Mark Lear, City of Portland; Pat Collmeyer, Neil Goldschmidt, Inc.; Ron Bergman, Clark County; Karen Schilling and Harold Lasley, Multnomah County; Rex Burkholder, Citizen; Jim Peterson, Multnomah Neighborhood Association; Scott Rice, Cornelius City Councilor; Paul Silver, City of Wilsonville; Ted Spence, Citizen; Dick Springer, Sellwood/SMILE; Martha Bennett, City of Milwaukie; Kathy Lehtola, Washington County; G.B. Arrington, Tri-Met; and Ray Phelps, Pacific/West Communications Group, Inc.

Staff: Andy Cotugno, John Houser, Tom Kloster, Kim White, and Lois Kaplan, Recording Secretary

Media: Gordon Oliver, The Oregonian; and Linda McDonnell, Daily Journal of Commerce

### SUMMARY:

The meeting was called to order and a quorum declared by Chair Ed Washington. He announced passing of the gavel to Councilor Kvistad who will serve as JPACT chair effective this meeting date.

Councilor Washington shared with the committee a picture of Commissioners Hales and Francesconi taken with him at the Lowndale Square dedication.

Commissioner Lindquist was then roasted by the JPACT members as a tribute to his many years of service to the region. Councilor Washington commented on his early years working on the 911 system with Ed Lindquist at Pacific Northwest Bell, that it was always a pleasure to serve with him, that he represented a strong voice for transportation in the Metro area, and on the difficult challenges he faced. He thanked him for his dedicated work and many trips to Washington, D.C. on behalf of the region.

Commissioner Lindquist commented that JPACT had taken on the biggest challenges in the nation and that it was a pleasure to serve on the committee and be part of the leadership of the Northwest and nation. The following motion was made on his behalf:

Action Taken: Fred Hansen moved, seconded by Commissioner Hales, to approve the resolution introduced by Andy Cotugno, acknowledging Commissioner Lindquist's retirement from JPACT as one of its longest serving members (attached as part of the meeting record) and presented to him at the meeting. The motion PASSED unanimously.

Action Taken: Fred Hansen moved, seconded by Commissioner Hales, to approve the resolution introduced by Andy Cotugno (attached as part of the meeting record), approving the chair's replacement by Councilor Jon Kvistad. The motion PASSED unanimously.

Councilor Kvistad then assumed the chairmanship and introduced newcomers to JPACT, as follows: Commissioner Bill Kennemer, Clackamas County; Commissioner Craig Pridemore, Clark County; Kate Deane, serving as ODOT's alternate at this meeting; and Councilor David Bragdon, Metro Council. A self-introduction followed of all JPACT participants.

Following Commissioner Lindquist's roast, this secretary was very much surprised and overwhelmed by a presentation of a dozen long-stemmed roses by Chair Washington on behalf of JPACT. I'd like to express my appreciation for that acknowledgement of my work and thoughtfulness.

#### ANNOUNCEMENTS

An announcement was made of the last two "listening post" sessions for input on regional transportation needs: one scheduled at Ockley Green Middle School at 6:00 p.m. on Thursday,

JPACT  
January 14, 1999  
Page 3

January 14, and the other at the Clackamas Community Club (15711 SE 90th in Clackamas) at 5:30 p.m. on Thursday, January 21. JPACT members were encouraged to participate at these sessions.

Also announced was the 7:30 a.m. February 4 Transportation Priorities 2000 meeting scheduled at the Oregon Convention Center. A series of meetings have been scheduled to gain public input on funding priorities for the MTIP/STIP. An 11:00 a.m. January 25 briefing on the South Willamette River Crossing Study has also been scheduled for affected jurisdictions and will be held at Metro.

#### MEETING REPORT

Mayor Drake moved, seconded by Commissioner Kight, to approve the December 10, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

#### MTIP/STIP SCHEDULE

Andy Cotugno explained that the TIP update process is undergoing a technical ranking based on the criteria adopted by JPACT. JPACT will be asked to approve the ranking. Following that process, a "first cut" will be proposed for funding. A "short list" will then be prepared set at 50 percent higher than available resources.

#### ODOT'S DRAFT OREGON HIGHWAY PLAN

Andy Cotugno noted that Metro staff have been involved in an update of the Oregon Highway Plan (OHP) over the past two years. Comments were submitted a year ago for consideration in its rewrite. Andy spoke of several outreach sessions and that the report reflects the region's previous comments. This final draft of the OHP and the TPAC recommendation (from its January 5, 1999 meeting) will be considered by the Oregon Transportation Commission at its January 20 hearing.

Carolyn Gassaway, ODOT's Project Manager of the Oregon Highway Plan, spoke of the people involved throughout the state, the workshops held, extensive public involvement, and the investment strategies reviewed. She felt that the OHP policy is more in tune with the state's land use policies. ODOT is trying to focus on the transportation system in terms of achieving mobility and accessibility and to make it work with the local jurisdictions' land use. Carolyn felt the concepts correspond to the 2040 Concept.

JPACT

January 14, 1999

Page 4

Carolyn reported that ODOT is trying to recognize freight movements based on truck tonnage; to get the most out of the transportation system; to work with what resources we have; to focus on better system management; to recognize partnerships with local governments; to use technology to improve system efficiency and safety; and to ensure that the highway system encompasses a well-coordinated and integrated multi-modal system for people and goods that includes TDM measures and efficient intermodal connections before any capacity is added to the system.

Also reviewed were the changes made to the land use policy. There was recognition of special designations within the Urban Growth Boundary. Special Transportation Areas (STAs) are viewed as downtown areas or Main Street development. Carolyn noted that there will be more flexible standards for access management in urban business areas. ODOT will try to cluster those developments in order to limit access on the state highway in other locations.

It was explained that expressways are limited access roads, some of which are limited now. Some would be new designations such as I-5/99W in Sherwood. Carolyn reported that these designations would have to be made in consultation with the local governments.

Also highlighted were the changes made with regard to access management and level of service, which was changed to a highway mobility standards policy. Carolyn indicated that ODOT is trying to make its standards more consistent with Metro's in that it allows for alternative standards and an expanded peak period.

Commissioner Hales commented that he hoped the emphasis on land use reflects the work done in the Portland metropolitan area. He felt it was commendable that ODOT has taken this approach. He wondered how the highway system will differ over the next 10 years in view of the emphasis on land use/transportation. Commissioner Hales wanted to make sure that investments will reflect local land use plans rather than "practice," citing problems connected with industrial development expansion in the Woodburn development.

Carolyn responded that it represents a change in philosophy. ODOT is trying to recognize the needs of the communities in these Special Transportation Areas. With agreements in place to manage those areas, there will be more local control. They want to have more control on access management areas outside the Urban Growth Boundaries.

A discussion followed on state/interstate routes and the fact that level-of-service freeway standards have not yet been adopted

JPACT

January 14, 1999

Page 5

in the updated RTP and state highways are considered on a case-by-case basis. ODOT wants to achieve a certain minimum level of mobility and ensure there is a mechanism to get to agreement on any variance to that level. Other differences between ODOT/Metro standards relate to a more congested level outside STAs but, again, variance provisions can apply.

Councilor Washington cited the need to seek funds from the Legislature and asked Carolyn how ODOT plans to deal with that entity based on the history of its department.

Carolyn noted that STAs include the downtown, mixed-use areas, pedestrian-friendly, public parking along the street, citing Martin Luther King Boulevard and the Hillsdale areas as examples of places where people arrive in their cars and either walk or use transit. She indicated that provisions have been made for public involvement to play a role in this process at all stages.

Commissioner Rogers asked about 1) the allocation of funds, 2) whether the base system would be expanded, and 3) the continuing struggle in trying to weigh the interests of developing areas. He expressed concern about the allocation between maintenance and improvement projects. Carolyn indicated that the state would be allocating the required \$54 million and the rest would be allocated for preservation. At the present funding levels, pavement conditions will be maintained at 77 percent fair or better through 2005.

Carolyn reported the aging of a lot of bridges. She noted the difficulties that will be experienced at the end of 20 years as there are 850 bridges throughout the state needing replacement at the end of that period. In their higher funding scenarios, ODOT is trying to maintain pavement conditions and add to the Modernization program as funds become available. It would take one to two pennies to keep up with the present system, assuming the local governments get 50 percent of new state revenues.

Andy Cotugno then reviewed the draft letter to be sent to Carolyn Gassaway and the specific comments contained therein. There was no acknowledgement of the investment strategy of the alternatives analysis. He noted that, if the first priority is to preserve the system, there should be a corresponding first priority for the transit system or other alternatives that might take care of that congestion.

Commissioner Hales expressed concern about the designation of spacing standards for private streets as it related to access management in the street grid, citing problems encountered with Eastport Plaza and what constitutes a driveway. The bias is

JPACT

January 14, 1999

Page 6

toward public rather than private streets, which ODOT tries to discourage. At issue was how ODOT would determine a private street rather than a driveway, such as Highway 97. Andy Cotugno pointed out that the intent is to encourage developing both private streets and public streets to enhance connectivity. When there's a private street that functions as a public street, the street access standards should apply. In connectivity requirements, some of those will be private streets. Commissioner Hales felt that the comments in our letter on access management should be clarified in applying spacing standards when those private streets function as public streets. Andy suggested the Access Management bullet be changed to read as follows:

- . Access Management. The region is supportive of the access management policies contained in the draft Highway Plan. However, regarding the proposed spacing standards, ~~both public streets and private streets which allow public access and are designed and generate to function like a public street~~ should be included in the standards as "streets" and not "driveways."

Councilor Washington suggested that the issue of funding be at the onset of the letter and Fred Hansen wanted to make sure JPACT's comments were incorporated. He noted that, on alternative modes, transit should be maintained as status quo and cited the broader issue of how we maintain minimum levels of congestion. Fred emphasized the need to support a broad-based system with many components to take care of congestion. Carolyn Gassaway noted that the major improvements policy states the need to look at alternative modes before adding capacity. Fred also wanted more information on the costs in terms of lost time and the analytical framework.

Action Taken: Fred Hansen moved, seconded by Commissioner Hales, to accept the proposed letter on the Oregon Highway Plan for submittal to the Oregon Transportation Commission at its hearing on January 20 with changes incorporated relating to the funding need at the onset of the letter and the clarifying language on access management as it relates to private streets. The motion PASSED unanimously.

#### SECRETARY OF STATE AUDIT OF ODOT

Mike Marsh, ODOT's Executive Deputy Director of Central Services, provided an overview of the Secretary of State's management audit of ODOT as it pertained to administration and overhead costs, STIP project delivery, sources and uses of highway funds, and highway construction.



The strengths of the department included following effective, modern practices in most construction and maintenance areas; meeting statewide goals for construction of selected highway projects; enlisting public involvement in developing plans and its selection of highway projects; completing highway construction projects within budget; increasing productivity in the design of highway projects; and being prudent in following reasonable standards in road design.

Areas for improvement include exceeding the cost of designing projects; the use of inaccurate design schedule information; the need for better accountability measures and statewide oversight; improvement of quality design work; the need to ensure timely completion of projects; better data for development of maintenance budgets; and the need to use preventive measures for maintenance of road pavements.

Mike Marsh emphasized the need for ODOT to be accountable. He felt that, overall, they are doing a good job. Fifty recommendations came out of that analysis and an action plan has been adopted. ODOT would like to take these criticisms, move forward with specific policy directions to follow, and improve.

Mr. Marsh indicated that ODOT has placed more emphasis on preservation rather than Modernization. He spoke of DMV costs, its reorganization and impact on the agency, and the separating out of indirect from direct costs. Mike noted that ODOT feels they are on the right track and that more emphasis will be placed on preliminary engineering and budgeting up front so that the overall product is better. About half the recommendations contained in the state audit have been implemented.

A discussion followed on whether any comparison had been done in the analysis with regard to comparable work in the private sector. Performance measures indicate that DMV is operating at an appropriate rate at the present time and increases are not being sought in that area. DMV is utilizing a different approach, is using the computer system, and product delivery is being emphasized. Moreover, citizens feel they are getting appropriate service.

Commissioner Hales commented that he felt it was a useful audit. He noted that the Legislature did not support the Transportation Bill for the road system at its last session because they felt ODOT was being mismanaged. The audit proves that's not true and is indicative of competence and effectiveness.

Another recommendation is that there be a shift to a program budget which will be presented to the Legislature and will

delineate between operations and better communications. ODOT should be able to better explain and detail their programs this time.

Commissioner Rogers commented that, historically, the base transportation system was under contract to the local jurisdiction. He cited the importance of considering alternatives where ODOT contracts with local governments. In heavily populated areas, the county has road crews that can do ODOT maintenance. Mike Marsh felt that ODOT doesn't have a clear understanding of overhead and administrative costs and where savings could be realized.

Commissioner Rogers asked whether, with limited funds in rapidly developing areas, the audit would allow local governments to eliminate ODOT's overhead and project costs to conduct a Modernization project. Mike Marsh felt a discussion was needed for shifting those responsibilities.

Mayor Drake spoke of an Intergovernmental Agreement with ODOT for maintenance of signals in the city of Beaverton. He felt that kind of relationship should be continued. He felt the more ODOT can do locally in the more concentrated areas, then it should be done if a price can be agreed upon.

Mike Marsh indicated that, upon request, the state would be happy to provide JPACT members, AOC and LOC with copies of the ODOT audit.

#### REGIONAL TRANSPORTATION PLAN FINANCING

Andy Cotugno reminded the committee that they will be down at the Legislature at some future point to address the "Strategic" *Regional Transportation Plan* (RTP) funding gap. In that regard, an informational packet was provided in the mailout.

Andy commented on the significant impact on revenue sources that was due to inflation and a declining state gas tax as a result of fuel efficiency in vehicles.

The draft RTP update will move forward this spring and was based on needs rather than affordability. \$3.7 billion is needed to meet the priorities of the "Strategic" system while \$4.59 billion would be required for the "Preferred" system. Andy explained that 2 cents + 2 cents + 2 cents + 2 cents is needed to fully fund the \$3.7 billion "Strategic" system. JPACT needs to establish what is affordable for the region and to discuss that need at a spring worksession prior to adoption of the RTP update.

JPACT

January 14, 1999

Page 9

Andy noted that the existing revenue base is flat and requires an additional penny per year to maintain the status quo. It would require 2 cents more per year to fund the "Strategic" system.

In highlighting the 2020 road-related cost chart, Andy noted that even the \$13.5 billion required to meet level-of-service standard D would not build its way out of congestion.

A handout detailing the following possible solutions to funding the gap included:

- . A 6-cent gas tax increase (2+2+2) plus indexing;
- . A 3-cent gas tax increase (1+1+1) for operations, maintenance and preservation -- just to maintain status quo pavement conditions;
- . Implementing major freeway expansion projects as toll facilities to substitute for a 3-cent gas tax increase (1+1+1), with examples given such as the Tualatin-Sherwood Expressway, I-5 Interstate Bridge, Highway 217, I-205 and Sunrise Highway;
- . That each \$9.00 of the vehicle registration fee be substituted for a 1-cent gas tax;
- . That there be more cost responsibility to System Development Charges (SDCs); and
- . That SDCs be levied at 100 percent cost responsibility in Urban Reserve areas rather than the current 25 percent.

Andy Cotugno noted that a "penny" increase represents the region's share of a state gas tax increase.

Councilor Rohde asked what an equivalent rate of return would be on a VMT tax as opposed to a gas tax increase, noting that the gas tax increase has not met with support in the past. Based on comparisons between 1970 and 1998, it was calculated at 2.7 cents per mile which is equal to 3 cents per mile in 1998. That would be the result of a 1-cent VMT tax.

A discussion followed on the road-related funding chart: reduced share of personal income and the percentage of tax to the motorist relative to the cost of driving and maintenance. It was noted that the total cost of driving is 40 cents per mile. The rest pertains to buying the car and gas. Commissioner Rogers felt that it would be better to relate it in terms of cost per mile.

JPACT

January 14, 1999

Page 10

Fred Hansen agreed with the comments about driving the auto more, there being more vehicle miles traveled, more inflation, and more growth but felt that, over time, transit should also be kept in perspective. With transit costs going up, he felt its inclusion was needed for comparison purposes or it would leave the public with a misleading picture. Andy noted that transit was not intended to be a part of today's presentation, and would be discussed at a future JPACT meeting.

Presiding Office Monroe cited the need to rework the numbers and make the comparison on owning an auto. Councilor Washington commented on Mike Marsh's statement, citing the importance of obtaining the necessary information to educate the legislators. Andy noted that a simplified packet will be prepared for use at the Legislature.

#### DEEPENING OF COLUMBIA RIVER CHANNEL PROJECT

Dave Lohman distributed a letter to the Committee relating to the Lower Columbia River Channel Deepening project, inviting committee members to attend a January 22 11:30 a.m. meeting at the Port for discussion on the project and its relationship to the Willamette River's contamination. The options being proposed include: 1) not to do the deepening; 2) to do the deepening and deal with the contamination by whatever methods they can come up with; or 3) to phase the project so that it is done in conjunction with the clean-up.

#### I-5 CORRIDOR ISSUES

Mike Burton reviewed the January 12, 1999 letter to Henry Hewitt, Chair of the Oregon Transportation Commission, with respect to the need for coordination in the Portland/Vancouver area on I-5/I-205 matters relating to access and mobility of people and freight in the region. Proposals outlined in the letter dealt with asking the State of Oregon to assist the Portland region in meeting transportation costs generated by Clark County commuters; postponement of repainting of the Interstate Bridge pending consideration of a bridge replacement project; and exploring the possibility of building a park-and-ride lot on the Washington side of the I-205 Bridge to serve airport passengers and Port employees living in southwestern Washington. Mike noted that ODOT has already committed to repair of the span but, before that investment is made, there should be some discussion on a different design option. Efforts underway would result in a painted bridge and no expanded capacity.

Mike also noted that there is a bill being presented on the separation of the Highway Division from the Department of Transportation.

JPACT

January 14, 1999

Page 11

LEGISLATIVE UPDATE

Ray Phelps reported on bills from the Associated Oregon Industries (HB 2082) and the Association of Oregon Counties (HB 2081) that would affect this region's jurisdictions.

The AOC bill (HB 2081) would accomplish a \$3 million safety net provision for Eastern Oregon because of its forestry and small-county program. It proposes a gas tax increase of 4 cents per biennium in 1999-2001; a \$20.00 increase per biennium statewide vehicle registration fee; and a \$20.00 increase per biennium of the vehicle registration fee for high-growth counties (Clackamas, Marion, Multnomah and Washington). The AOI supports the safety net but is not supportive of the small counties. Discussions will be ongoing between the AOI and the AOC.

The AOI bill (HB 2082) proposes a gas tax increase of 6 cents (3 cents per biennium in 1999-2001 and 3 cents per biennium in 2001-2003); an increase of \$10.00 per biennium in the vehicle registration fee; and a change in the weight/mile calculations.

Committee members raised questions about the positions held by the Trucking Association and AAA. It was noted that AAA did not support the vehicle registration fee increase last time.

Dick Feeney reported that there is no general transit support to the elderly and disabled in any bill associated with transit. He noted that there is about \$65 million more than is currently being funded. The Governor's budget includes about \$10 million biennially in its recommendation and there is significant support for it in the Senate. Questions remain to be addressed as to who would administer the funds, restrictions, and who gets to spend them. Restrictions will be limited only to new service.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members

Attachments

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2754 FOR THE PURPOSE OF ENDORING THE USE OF PASSENGER FACILITY CHARGES FOR CONSTRUCTION OF THE LIGHT RAIL PROJECT TO PORTLAND INTERNATIONAL AIRPORT

Date: January 20, 1999

Presented by: Andrew Cotugno

## PROPOSED ACTION

This resolution would demonstrate regional support for the Port of Portland's application to the Federal Aviation Administration to allow the use of some of the Passenger Facility Charge funds collected at the Portland International Airport for construction of the "Terminal Segment" of the Light Rail extension to the Airport.

TPAC has reviewed this resolution, endorsing use of Passenger Facility Charges for the light rail extension to Portland International Airport, and recommends approval of Resolution No. 99-2754.

## FACTUAL BACKGROUND AND ANALYSIS

### *Proposed Project*

The proposed project is a 5.5 mile extension of the Metropolitan Area Express (MAX) light rail line from the existing Gateway Transit Center to the main passenger terminal of the Portland International Airport. North of Gateway, the route would parallel Interstate 205 in the center of the existing freeway right-of-way. Just south of the Columbia Slough, the line would cross over I-205 and turn northwest, traversing the Portland International Center (PIC). The PIC is a 458 acre, master-planned, mixed-use (office, retail, hotel and industrial) development area southeast of the airport. The line would then run parallel to Airport Way and terminate at the Airport Terminal. Four stations would be constructed: one adjacent to the existing Parkrose park-and-ride lot, two within the PIC and one in the baggage claim area at the Airport.

### *Regional Transportation Plan*

Metro's Regional Transportation Plan (RTP) is based upon a multi-modal approach to addressing the transportation problems and opportunities throughout the region. As such, it includes elements of a comprehensive transportation system, including light rail as a key component of the transit system, as well as highways, roads, bridges and facilities for freight, bicycle users and pedestrians.

The RTP's light rail element calls for four primary light rail lines: the existing Eastside and Westside lines and the South/North line, with a variety of possible extensions once the primary light rail system is in place. One of the light rail extensions called for in the RTP is a line connecting the existing Eastside MAX line at the Gateway Transit Center with the Portland International Airport.

### *Airport Terminal Expansion and Light Rail Connection*

Previous plans for a light rail extension to the Airport have been linked to both terminal facility expansion plans and projected Airport passenger use. The terminal expansion currently under construction provides for integration of a light rail station within the terminal. The Airport light rail extension was also intended to serve employment trips to and from the Airport and the adjacent multi-use development park located between the Airport terminal and I-205.

### *Innovative Financing Approach*

The Bechtel Infrastructure Corporation proposes to invest up to \$30 million in development of the light rail extension and other PIC infrastructure improvements. In exchange for this investment, Bechtel would receive the development rights to 120 acres of land in the northeast section of the PIC. The Port of Portland owns this land and would lease it to Bechtel under an 85-year agreement. The preliminary development plan for the 120-acre site includes approximately 1,470,000 square feet of office space; 525,000 square feet of retail space; and 540 hotel rooms. The development plan for the PIC project is oriented around two proposed light rail stations on the site.

### *Use of Passenger Facility Charges*

The Passenger Facility Charge funds would be used for construction of the "Terminal Segment" portion of the project. The funds would be used for construction of light rail facilities on Port of Portland property only. A combination of other local (Tri-Met, \$45.5 million; City of Portland, \$23.0 million; and Bechtel, \$28.2 million) funds would be used to fund the remainder of the construction costs.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 99-2754  
THE USE OF PASSENGER FACILITY )  
CHARGES FOR CONSTRUCTION OF )  
THE LIGHT RAIL PROJECT TO )  
PORTLAND INTERNATIONAL ) Introduced by:  
AIRPORT ) Jon Kvistad, JPACT Chair

WHEREAS, Air passenger traffic at Portland International Airport is expected to increase significantly over the next 20 years; and

WHEREAS, Reliable access to the airport is a key concern of the air traveler; and

WHEREAS, It is in the interest of the region to implement a regionwide comprehensive transportation network, including a light rail transit system to Portland International Airport; and

WHEREAS, The roadway system accessing the airport currently operates at or near capacity during peak hours and is expected to worsen as the airport continues to grow and the Portland International Center develops; and

WHEREAS, The Port of Portland and the region have made mode diversification, including light rail transit, part of the comprehensive transportation strategy for passenger access to the airport; and

WHEREAS, An extension of the light rail system to Portland International Airport is called for in the *Regional Transportation Plan*. The extension will complement the existing Eastside and Westside light rail lines, and will connect the airport with the high-volume tourism destinations in downtown Portland; and

WHEREAS, The use of Passenger Facility Charges is a critical component of the financial package for construction of the "Terminal Segment" of the light rail project; and

WHEREAS, Development of the Portland International Center should be integrated with light rail expansion; and

WHEREAS, The Federal Aviation Administration will hold a 30-day public comment



period on the Port of Portland's application to use Passenger Facility Charges for construction of the light rail project; the public comment period is expected to be between mid-February and mid-March; and

WHEREAS, An innovative plan to finance the extension of light rail to Portland International Airport has been developed by Tri-Met, the City of Portland, and the Port of Portland; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Affirms its support for a local funding plan for the Portland International Airport light rail project that includes private, airport-related and other local and regional sources.
2. Supports extension of the regional light rail system to Portland International Airport with specific funding for the "Terminal Segment" through the use of Passenger Facility Charge revenues as proposed by the Port of Portland.
3. Supports the innovative public-private partnership for land and light rail development for the Portland International Center segment of the project.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 1999.

\_\_\_\_\_  
Rod Monroe, Presiding Officer

Approved as to form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

## Portland Metropolitan Area Federal Transportation Position Paper

*Revised Position  
Paper (reflecting  
SPACT approval)*

In 1998, Congress adopted and the President signed into law the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). That legislation incorporated most of the policy positions adopted by the Portland region in the 1998 Regional Position Paper. For the remainder of the authorization period covered by TEA-21, through the year 2003, regional priority positions are aimed at implementation and refinements of the directions already established. It will not be until the next authorization bill is taken up in 2003 that a broad range of policy issues will be again under discussion.

TEA-21 took an aggressive approach in guaranteeing a minimum level of appropriations, shielded from the Congressional Appropriations process at a level approximately 47 percent higher than previously authorized. It is essential that these budget guarantees and firewalls separating these programs from other appropriations be maintained.

Regional positions described here include policy issues that could be affected through Congressional Appropriation Bills, a possible TEA-21 "Technical Corrections Bill," reauthorization of the Federal Aviation Act, reauthorization of the Water Resources Development Act or federal rule-making. Earmarking requests listed below for specific projects are limited to funding categories where earmarking by Congress is a possibility.

### Appropriation Requests

1. **Westside LRT Appropriation** – The last \$14 million of federal "New Starts" funding toward the Westside LRT project is requested. This will complete the federal funding obligation for this project and allow the Full-Funding Grant Agreement to be closed out.
2. **I-5 Trade Corridor** – The region requests support from the Oregon and Washington Congressional delegations of for the current \$2 million grant application for National Corridor Planning and Development Program (NCPD) funding. The Oregon and Washington congressional delegations succeeded in having the I-5 corridor designated as a High Priority Corridor making it eligible for the NCPD funds. Within the NCPD and the Coordinated Boarder Infrastructure programs, Congress authorized approximately \$140 million per year, for which the Federal Highway Administration is now considering FY 99 grant applications. The grant application will provide for development of the improvement strategy in the I-5 corridor from I-84 in Portland to I-205 in Clark County. A second grant application for \$3 million is anticipated in FY 00 or 01 to begin project development of portions of the selected improvements. Careful attention to the FY 00 Appropriations process is needed to determine whether there is going to be congressional earmarking of this program. If there is, funding for the Portland area program may be sought.
3. **Tri-Met Bus Garage** – The region requests a three-year Appropriations earmark from the FTA – Bus Program of \$0.5 million in FY 00 for final engineering and \$8 million in FY 01

and 02 for construction. Tri-Met is pursuing a plan to improve transit services to help the region meet the 2040 Growth Concept. Planned service increases require an increased bus fleet and associated garage and maintenance facilities. This funding schedule recognizes that Congress earmarked most of these available funds through FY 00 when TEA-21 was adopted, but funding from this category after FY 00 remains available.

4. **Intelligent Transportation System (ITS)** – The region endorses the ODOT request for a FY 00 \$9 million earmark to allow accelerated implementation of this three-part program. Congress has increased its commitment to ITS with increased Discretionary authorizations. The region has partially implemented its ITS plan and is now considering \$11 million of additional funding as part of the MTIP/STIP funding allocation process. Congress has largely taken over the discretionary grant process by earmarking these funds. ODOT is pursuing a three-part statewide ITS strategy: 1) Operation Greenlight for enhanced commercial vehicle operations; 2) implementation of a Portland region Advanced Traffic and Transit Management System; and 3) a rural intelligent highway system (including such aspects as hazard reporting and weather conditions). The program anticipates a \$9 million request in each year through FY 03 to complete the program. The Operation Greenlight and Portland area components are well underway in implementation and would be the emphasis in the early years while the rural program would start with planning and engineering and be the implementation emphasis in later years.
5. **SMART Transit Facilities** – Transit in the City of Wilsonville is operated by South Metro Area Rapid Transit (SMART), an agency of the City of Wilsonville. SMART's fleet consists of 17 vehicles ranging from mini-vans to 35 passenger coaches. Their fleet is maintained in the existing City of Wilsonville maintenance facility. Over the last four years, SMART has experienced significant growth in ridership and service hours, resulting in the need for a new maintenance facility. \$240,000 is requested in FY 00 for land acquisition for expansion of the current bus maintenance facility with the expectation of seeking \$1.04 million in FY 01 for construction. The City of Wilsonville will provide the match from local tax revenues.
6. **C-TRAN Bus Facility** – The region requests support through the Oregon and Washington delegation for an Appropriations earmark from the FTA Bus Program of \$12 million in FY 2001 for construction. C-TRAN ridership over the past decade has nearly tripled and is planning to improve and expand its local and bi-state transit operations. In support of this, C-TRAN has an immediate need for an expanded maintenance/operations/administrative facility. The existing bus facility was designed for 100 buses and the current fleet comprises over 180 vehicles and is expected to grow to over 270 vehicles before year 2010. C-TRAN will be providing approximately \$6 million (33 percent ) in local match.

### Priority Policy and Project Issues

1. **PDX LRT** – The region requests support and assistance in obtaining needed federal approvals for the Airport light rail project. The region is pursuing construction of a light rail extension to Portland International Airport as a public/private venture, involving funds from Bechtel, an engineering, construction and development company; the Port of Portland; and

Tri-Met. The environmental impact assessment has been approved. Other federal permitting is required as well as FAA approval of the use of "Passenger Facility Charges" (PFCs) collected by the Port of Portland and approval to lease the land to Bechtel for the Portland International Center (which was acquired with FAA funds) for development. The use of PFCs is feasible within the overall budget that adequately addresses other aviation capacity and safety needs of the airport within the five-year period that funding is provided to light rail. In addition, the FAA Act is up for reauthorization, within which the PFC authorization is proposed to be increased from \$3.00 per passenger to \$5.00. As part of that legislation, it is proposed by some interests that any transit project be declared ineligible to use these funds. The region opposes imposition of any further restrictions on the use of PFC's. In the event further restrictions are imposed, however, it is important at a minimum to ensure projects such as PDX LRT that are already in the PFC approval process be grandfathered as eligible projects.

2. **South/North LRT** – For the past several years, the region has been pursuing phased implementation of a light rail project from Clackamas Regional Center, through downtown Milwaukie and downtown Portland to Vancouver, Washington. The DEIS was circulated in the spring of 1998 and the preferred alternative and alignment was selected in July 1998. However, in November 1998, voters did not approve the ballot measure to authorize general obligation bonds for construction. The transportation and growth management problems remain and, as a result, a re-evaluation process is now underway. That process could result in a variety of different directions, including construction of a smaller project within the South/North corridor with other available local matching funds; other possible projects include an interim bus improvement project, or busways, HOV lanes, park-and-ride facilities and transit transfer stations, or identification of other transit improvements. These improvement strategies may entail a future request for federal "New Start" funding; however, the scope and timing is not clear at this time.
3. **Discretionary Projects** - TEA-21 authorized a series of Discretionary projects, classified as "High Priority Projects," with the appropriations to be provided incrementally over the six-year period of the bill. The total amount committed to the region for this six-year period is \$65.625 million for 10 projects. There is no opportunity to earmark additional projects at this time but it is important to ensure the annual appropriations toward this commitment continues.
4. **Columbia River Channel Deepening** – The region endorses the request for a "Contingent Commitment" for the channel deepening project in the Water Resources Development Act which is scheduled for reauthorization. This "Contingent Commitment" authority is provided by Congress subject to satisfactory compliance with environmental regulations. The Columbia River Channel project is now in the DEIS comment period (until February 7) and the federal record of decision is expected by August. A contingent authorization from Congress is requested for inclusion in this bill. The estimated cost is \$192.9 million, of which 50 percent will be sought from the Federal Government.
5. **State Infrastructure Banks (SIBs)** – The National Highway System Act of 1995 created a new State Infrastructure Bank (SIB) pilot program. Oregon was the second state in the

country to establish an SIB, the Oregon Transportation Infrastructure Bank (OTIB). TEA-21 creates a new pilot program that removes some of the limitations of the initial pilot program but restricts participation to only four states (California, Florida, Missouri and Rhode Island). The region supports opening up participation in the new pilot program to all states. More importantly, the region urges Congress to eliminate Title 23 and 49 federal requirements for transportation projects funded with second generation funds (specifically repayments from non-federal sources).

6. **Amtrak** – Continued operating support for Amtrak is important to maintain and continue to upgrade west coast train services, particularly the Cascadia service between Eugene and Vancouver, B.C. In addition, Congress recently authorized funding for capital improvement, important for high-speed Cascadia upgrades, for which appropriation must continue.
7. **Value Pricing** – The region is scheduled to conclude a possibility study for peak period pricing (otherwise known as Congestion Pricing or Value Pricing). Depending on the outcome of that study, the region may seek funding through this Discretionary grant program.
8. **Commuter Rail** – Two years ago, JPACT established a subcommittee to look at the feasibility of commuter rail in the region as an alternative to traditional auto-oriented transportation solutions. The Washington County project, now under study, was one of three projects identified by that committee to be considered. In order to advance the concept of commuter rail, the region requests that the Oregon delegation support funding research and development through the Federal Railway Administration and/or Federal Transit Administration for commuter rail in the region. These funds could be used for such items as a share of development costs of an FRA compliant self-propelled rail car to meet the needs of lighter density commuter operations. Current FRA-approved equipment is geared to commuter hubs like Chicago and New York. Availability of FRA-approved lighter equipment will materially aid mid and low-density projects like the 18-mile commuter rail project in Washington and Clackamas Counties between Wilsonville and Beaverton.

*Original --  
in agenda  
packet*

## Portland Metropolitan Area Federal Transportation Position Paper

In 1998, Congress adopted and the President signed into law the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). That legislation incorporated most of the policy positions adopted by the Portland region in the 1998 Regional Position Paper. For the remainder of the authorization period covered by TEA-21, through the year 2003, regional priority positions are aimed at implementation and refinements of the directions already established. It will not be until the next authorization bill is taken up in 2003 that a broad range of policy issues will be again under discussion.

TEA-21 took an aggressive approach in guaranteeing a minimum level of appropriations, shielded from the Congressional Appropriations process at a level approximately 47 percent higher than previously authorized. It is essential that these budget guarantees and firewalls separating these programs from other appropriations be maintained.

Regional positions described here include policy issues that could be affected through Congressional Appropriation Bills, a possible TEA-21 "Technical Corrections Bill," reauthorization of the Federal Aviation Act, reauthorization of the Water Resources Development Act or federal rule-making. Earmarking requests listed below for specific projects are limited to funding categories where earmarking by Congress is a possibility.

### Appropriation Requests

1. **Westside LRT Appropriation** – The last \$14 million of federal "New Starts" funding toward the Westside LRT project is requested. This will complete the federal funding obligation for this project and allow the Full-Funding Grant Agreement to be closed out.
2. **I-5 Trade Corridor** – The region requests support from the Oregon and Washington Congressional delegations of for the current \$2 million grant application for National Corridor Planning and Development Program (NCPD) funding. The Oregon and Washington congressional delegations succeeded in having the I-5 corridor designated as a High Priority Corridor making it eligible for the NCPD funds. Within the NCPD and the Coordinated Boarder Infrastructure programs, Congress authorized approximately \$140 million per year, for which the Federal Highway Administration is now considering FY 99 grant applications. The grant application will provide for development of the improvement strategy in the I-5 corridor from I-84 in Portland to I-205 in Clark County. A second grant application for \$3 million is anticipated in FY 00 or 01 to begin project development of portions of the selected improvements. Careful attention to the FY 00 Appropriations process is needed to determine whether there is going to be congressional earmarking of this program. If there is, funding for the Portland area program may be sought.
3. **Tri-Met Bus Garage** – The region requests a three-year Appropriations earmark from the FTA – Bus Program of \$0.5 million in FY 00 for final engineering and \$8 million in FY 01

and 02 for construction. Tri-Met is pursuing a plan to improve transit services to help the region meet the 2040 Growth Concept. Planned service increases require an increased bus fleet and associated garage and maintenance facilities. This funding schedule recognizes that Congress earmarked most of these available funds through FY 00 when TEA-21 was adopted, but funding from this category after FY 00 remains available.

4. **Intelligent Transportation System (ITS)** – The region endorses the ODOT request for a FY 00 \$9 million earmark to allow accelerated implementation of this three-part program. Congress has increased its commitment to ITS with increased Discretionary authorizations. The region has partially implemented its ITS plan and is now considering \$11 million of additional funding as part of the MTIP/STIP funding allocation process. Congress has largely taken over the discretionary grant process by earmarking these funds. ODOT is pursuing a three-part statewide ITS strategy: 1) Operation Greenlight for enhanced commercial vehicle operations; 2) implementation of a Portland region Advanced Traffic and Transit Management System; and 3) a rural intelligent highway system (including such aspects as hazard reporting and weather conditions). The program anticipates a \$9 million request in each year through FY 03 to complete the program. The Operation Greenlight and Portland area components are well underway in implementation and would be the emphasis in the early years while the rural program would start with planning and engineering and be the implementation emphasis in later years.
5. **SMART Transit Facilities** – Transit in the City of Wilsonville is operated by South Metro Area Rapid Transit (SMART), an agency of the City of Wilsonville. SMART's fleet consists of 17 vehicles ranging from mini-vans to 35 passenger coaches. Their fleet is maintained in the existing City of Wilsonville maintenance facility. Over the last four years, SMART has experienced significant growth in ridership and service hours, resulting in the need for a new maintenance facility. \$240,000 is requested in FY 00 for land acquisition for expansion of the current bus maintenance facility with the expectation of seeking \$1.04 million in FY 01 for construction. The City of Wilsonville will provide the match from local tax revenues.

### Priority Policy and Project Issues

1. **PDX LRT** – The region requests support and assistance in obtaining needed federal approvals for the Airport light rail project. The region is pursuing construction of a light rail extension to Portland International Airport as a public/private venture, involving funds from Bechtel, an engineering, construction and development company; the Port of Portland; and Tri-Met. The environmental impact assessment has been approved. Other federal permitting is required as well as FAA approval of the use of "Passenger Facility Charges" (PFCs) collected by the Port of Portland and approval to lease the land to Bechtel for the Portland International Center (which was acquired with FAA funds) for development. The use of PFCs is feasible within the overall budget that adequately addresses other aviation capacity and safety needs of the airport within the five-year period that funding is provided to light rail. In addition, the FAA Act is up for reauthorization, within which the PFC authorization is proposed to be increased from \$3.00 per passenger to \$5.00. As part of that legislation, it is proposed by some interests that any transit project be declared ineligible to use these funds.

The region opposes imposition of any further restrictions on the use of PFC's. In the event further restrictions are imposed, however, it is important at a minimum to ensure projects such as PDX LRT that are already in the PFC approval process be grandfathered as eligible projects.

2. **South/North LRT** – For the past several years, the region has been pursuing phased implementation of a light rail project from Clackamas Regional Center, through downtown Milwaukie and downtown Portland to Vancouver, Washington. The DEIS was circulated in the spring of 1998 and the preferred alternative and alignment was selected in July 1998. However, in November 1998, voters did not approve the ballot measure to authorize general obligation bonds for construction. The transportation and growth management problems remain and, as a result, a re-evaluation process is now underway. That process could result in a variety of different directions, including construction of a smaller project within the South/North corridor with other available local matching funds; other possible projects include an interim bus improvement project, or busways, HOV lanes, park-and-ride facilities and transit transfer stations, or identification of other transit improvements. These improvement strategies may entail a future request for federal “New Start” funding; however, the scope and timing is not clear at this time.
3. **Discretionary Projects** - TEA-21 authorized a series of Discretionary projects, classified as “High Priority Projects,” with the appropriations to be provided incrementally over the six-year period of the bill. The total amount committed to the region for this six-year period is \$65.625 million for 10 projects. There is no opportunity to earmark additional projects at this time but it is important to ensure the annual appropriations toward this commitment continues.
4. **Columbia River Channel Deepening** – The region endorses the request for a “Contingent Commitment” for the channel deepening project in the Water Resources Development Act which is scheduled for reauthorization. This “Contingent Commitment” authority is provided by Congress subject to satisfactory compliance with environmental regulations. The Columbia River Channel project is now in the DEIS comment period (until February 7) and the federal record of decision is expected by August. A contingent authorization from Congress is requested for inclusion in this bill. The estimated cost is \$192.9 million, of which 50 percent will be sought from the Federal Government.
5. **State Infrastructure Banks (SIBs)** – The National Highway System Act of 1995 created a new State Infrastructure Bank (SIB) pilot program. Oregon was the second state in the country to establish an SIB, the Oregon Transportation Infrastructure Bank (OTIB). TEA-21 creates a new pilot program that removes some of the limitations of the initial pilot program but restricts participation to only four states (California, Florida, Missouri and Rhode Island). The region supports opening up participation in the new pilot program to all states. More importantly, the region urges Congress to eliminate Title 23 and 49 federal requirements for transportation projects funded with second generation funds (specifically repayments from non-federal sources).



6. Amtrak – Continued operating support for Amtrak is important to maintain and continue to upgrade west coast train services, particularly the Cascadia service between Eugene and Vancouver, B.C. In addition, Congress recently authorized funding for capital improvement, important for high-speed Cascadia upgrades, for which appropriation must continue.
7. Value Pricing – The region is scheduled to conclude a possibility study for peak period pricing (otherwise known as Congestion Pricing or Value Pricing). Depending on the outcome of that study, the region may seek funding through this Discretionary grant program.
8. Commuter Rail – The region requests that the Oregon delegation support funding research and development through the Federal Railway Administration and/or Federal Transit Administration for commuter rail in the region. These funds could be used for such items as a share of development costs of an FRA compliant self-propelled rail car to meet the needs of lighter density commuter operations. Current FRA-approved equipment is geared to commuter hubs like Chicago and New York. Availability of FRA-approved lighter equipment will materially aid mid and low-density projects like the 18-mile commuter rail project in Washington and Clackamas Counties between Wilsonville and Beaverton. With a northerly connection to Westside Light Rail in the City of Beaverton and potential southerly extension to Salem, this project parallels the congested I-5 and OR 217 highways. The cost estimate for completion of this project is \$65-75 million, including access rights, all permits and improvements, vehicles, operations and operator. Two years ago, JPACT established a subcommittee to look at the feasibility of commuter rail in the region as an alternative to traditional auto-oriented transportation solutions.

*Handouts  
© mtg.*

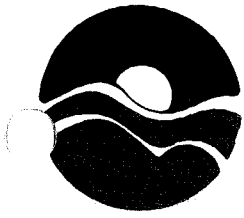
**ERRATA SHEET  
TO  
FEDERAL TRANSPORTATION POSITION PAPER**

6A. C-TRAN Bus Facility – The region requests support through the Oregon and Washington delegation for an Appropriations earmark from the FTA Bus Program of \$12 million in FY 2001 for construction. C-TRAN ridership over the past decade has nearly tripled and is planning to improve and expand its local and bi-state transit operations. In support of this, C-TRAN has an immediate need for an expanded maintenance/operations/administrative facility. The existing bus facility was designed for 100 buses and the current fleet comprises over 180 vehicles and is expected to grow to over 270 vehicles before year 2010. C-TRAN will be providing approximately \$6 million (33 percent ) in local match.

8B. Commuter Rail – Two years ago, JPACT established a subcommittee to look at the feasibility of commuter rail in the region as an alternative to traditional auto-oriented transportation solutions. The Washington County project, now under study, was one of three projects identified by that committee to be considered. In order to advance the concept of commuter rail, the region requests that the Oregon delegation support funding research and development through the Federal Railway Administration and/or Federal Transit Administration for commuter rail in the region. These funds could be used for such items as a share of development costs of an FRA compliant self-propelled rail car to meet the needs of lighter density commuter operations. Current FRA-approved equipment is geared to commuter hubs like Chicago and New York. Availability of FRA-approved lighter equipment will materially aid mid and low-density projects like the 18-mile commuter rail project in Washington and Clackamas Counties between Wilsonville and Beaverton.

**ERRATA SHEET NO. 2**  
**TO**  
**FEDERAL TRANSPORTATION POSITION PAPER**

The delegation is requested to seek additional street and highway funds should funding levels increase. Our streets, roads and highways remain an important regional priority, which is necessary to accommodate the expected population increases planned for under Region 2040. In addition, Multnomah County has unique bridge maintenance and repair needs that must be addressed. An efficient road and bridge system will help meet the region's transportation needs, including allowing transit service to increase its reliability and attract new customers.



WASHINGTON  
COUNTY,  
OREGON

February 8, 1999

To: JPACT

From: Washington County Coordinating Committee (see attached signature page)

Subject: Inclusion of Washington County Commuter Rail Project in Federal Transportation Position Paper.

At our February 8<sup>th</sup> meeting, the Washington County Coordinating Committee discussed the Washington County Commuter Rail Project. We are nearing completion of the second phase of study on the project, and are eager to continue moving forward. As a result of our discussions, we urge METRO to include the draft language in the Portland Metropolitan Area Federal Transportation Position Paper that is being sent to the Oregon delegation.

The project is a cost-effective proposal for helping alleviate growing transportation problems in the heavily-traveled Wilsonville – Beaverton corridor. It will enhance the region's livability by promoting alternative travel modes. Additionally, it will facilitate development in two regional centers and three town centers, thus supporting centerpieces of the 2040 Growth Concept.

We strongly recommend this important project be included in the Federal Transportation Paper.

Thank you for your consideration.

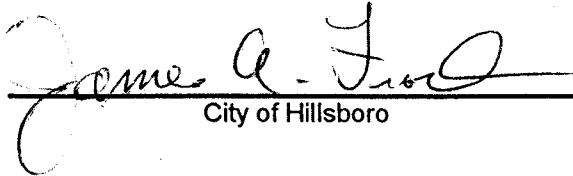
# WCCC Signature Page

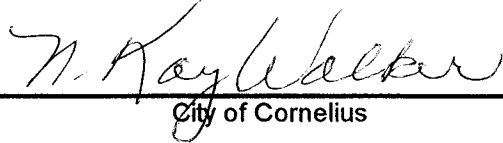
Commuter Rail Letter

February 8, 1999

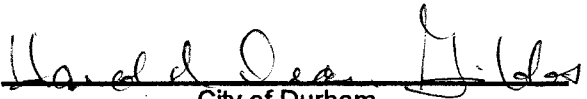
  
City of Beaverton

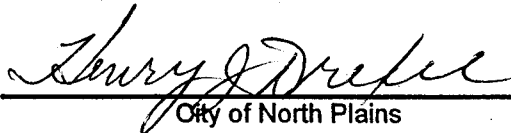
Not Present  
City of Gaston

  
City of Hillsboro

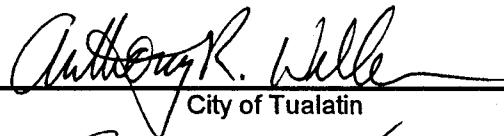
  
City of Cornelius

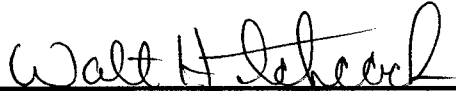
Not Present  
City of Tigard \*

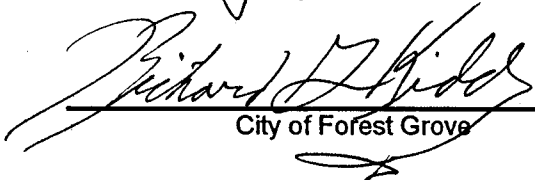
  
City of Durham

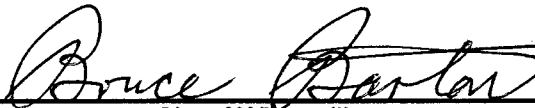
  
City of North Plains

Not Present  
City of Banks

  
City of Tualatin

  
City of Sherwood

  
City of Forest Grove

  
City of Wilsonville

  
City of King City

  
Washington County

\* Commuter Rail Steering Committee Member

Priorities 2000 Projects: Nominations Summary

Road Modernization Projects

Road Modernization Projects					CONGESTION RELIEF		SUPPORTS 2040 GROWTH CONCEPT		IMPROVES UNSAFE LOCATION	COST EFFECTIVE CONGESTION RELIEF
Agency	Code	Project Title	Federal Funds Request	Total Project Points	Current Congestion	Congestion Eliminated in 2020	Serves High Priority Land Uses	Serves Mixed Use Development		
<i>Total points possible for each scoring category</i>				100	15	10	20	20	20	15
Portland	PM6	MLK/Interstate Ave: N. Denver/SE Clay	0.550	80	15	10	20	20		15
Wash Co	WM5	Murray Blvd O'Xing: Millikan/Terman	2.000	80	15	10	20	20		15
Clack Co	CM7	Clackamas County ITS Plan/Implementation	2.400	75	15	10	15	20		15
Gresh/Mult	MM7	Gresham/Mult Co: ATMS Program, Ph 3	2.000	75	15	10	15	20		15
Wash Co	WM4	Washington County ATMS Program	0.370	75	15	10	15	20		15
Portland	PM3	Barbur Blvd: I-405/So. City Limits	0.550	65	15	5	10	20		15
Portland	PM4	Sandy Blvd: E. Burnside/82nd Ave	0.340	65	15	5	10	20		15
Clack Co	CM2	Harmony/Linwood Railroad Ave Intrscn	0.449	63	8	10	20	10		15
Portland	PM1	Ptld Arterial/Fwy ATMS	0.750	63	8	5	15	20		15
Tigard	WM19	SW Greenburg Rd: Wash Sq./Tiedeman	2.243	63	8	10	20	10		15
Portland	PM2	Broadway/Weidler: Larrabee/Sandy	0.590	75	15	5	20	20		15
Portland	PM5	82nd Avenue: PDX/Flavel	0.350	53	8	10	10	10		15
BV	WM1	Farmington Rd: Hocken/Murray	8.350	53	8	5	20	20		0
Mult Co	MM3	223rd Ave RR O'Xing	3.403	51	8	5	20	10		8
Wash Co	WM8	Cornell Rd Signal Intrcnc't: Brookwood/Stucki	0.225	50	0	5	20	10		15
Hillsboro	WM3	Cornelius Pass Rd: US 26/Pickering Dr	0.290	45	0	10	20	0		15
Hillsboro	WM14	Aloclek Dr: Amberwood/Corn Pass Rd	0.315	43	8	10	0	10		15
Tigard	WM18	SW 72nd: 99W/Hunziker Street	2.691	41	8	5	10	10		8
Wash Co	WM6	Hall Blvd: Cedar Hills/Hocken	4.340	40	0	0	20	20		0
Portland	PM7	SW BH Hwy: Terwilliger/Shattuck	0.100	38	8	5	0	10		15
Portland	PM10	SE Foster Road/Kelly Creek Bridge	0.600	38	0	10	20	0		8
Tualatin	WM17	I-5/Nyberg Interchange Widening	3.612							
Gresham	MM6	257th Ave: Division/Powell Valley Rd	4.596	36	8	10	0	10		8
Mult Co	MM1	207th Ave Connector: Halsey/Glisan/223rd	1.345	35	0	5	20	10		0
Hillsboro	WM13	SE 10th Ave: E. Main/SE Baseline	1.350	35	0	5	10	20		0
continued on next page										

Priorities 2000 Projects: Nominations Summary Road Modernization Projects (con'd)					CONGESTION RELIEF		SUPPORTS 2040 GROWTH CONCEPT		IMPROVES UNSAFE LOCATION	COST EFFECTIVE CONGESTION RELIEF
Agency	Code	Project Title	Federal Funds Request	Total Project Points	Current Congestion	Congestion Eliminated in 2020	Serves High Priority Land Uses	Serves Mixed Use Development		
Total points possible for each scoring category				100	15	10	20	20	20	15
Wash Co	WM7	231st Ave: Borwick Rd/Baseline	10.700	33	0	5	0	20		8
Wash Co	WM9	BH Hwy/Oleson/Scholls Ferry Intrscn	1.080	33	8	5	10	10		0
Wash Co	WM10	Cedar Hills Blvd/Barnes Rd Intrscn	1.800	30	0	10	20	0		0
Hillsboro	WM12	Cherry Lane/Cornelius Pass Rd	1.080							
Portland	PM8	SE Foster Rd: 136th/Barbara Welsh Rd	3.837	28	0	10	10	0		8
BV	WM2	Murray Blvd Extension: Scholls Ferry/Walnut	6.390							
L.O.	CM15	Boones Ferry Rd: Wash. Crf/Madrona St	1.350	25	0	0	10	0		15
West Linn	CM1	Hwy 43: "A" St/Pimlico Dr	0.991	20	15	5	0	0		0
Hillsboro	WM16	NE 28th Ave: NE Grant/E. Main St	1.755	23	0	5	10	0		8
Mult Co	MM2	Halsey Street: 223rd/238th	1.090	20	0	0	10	10		0
Mult Co	MM5	242nd Ave: I-84/Stark	3.268	20	0	10	0	10		0
Port	PM11	PDX ITS	2.420	20	0	0	0	20		0
Clack Co	CM3	Sunnyside Road: 122nd/172nd	2.691	18	0	10	0	0		8
Clack Co	CM5	Sunnyside Rd: Mt. Scott Creek Bridge	1.400	13	8	5	0	0		0
Wash Co	WM11	Bethany Blvd: West Union/Bronson	4.640	18	0	10	0	0		8
Oregon City	CM13	Beavercreek Road: Highway 213/Mollalla	1.500	13	0	5	0	0		8
Clack Co	CM6	Johnson Creek/I-205 Ramps	0.449	10	0	0	10	0		0
Mult Co/ Gresha	MM4	Stark St: 257th/Troutdale Rd	2.690	10	0	0	0	10		0
Oregon City	CM14	Beavercreek Rd/Hwy 213 Intrscn	2.500	13	8	5	0	0		0
Clack Co	CM4	Sunnyside Rd: 122nd/132nd	4.000	5	0	5	0	0		0
F.G.	WM20	Bonnie Lane Extens'n: Brooke/Gales Crk Rd	0.313							
F.G.	WM21	Main Street Extension: Beal/Bonnie Lane	0.331							
F.G.	WM22	Bonnie Lane Extension: "B" St./Main St.	0.416							
SUBTOTAL			100.498							

<b>Priorities 2000 Projects: Nominations Summary</b>					<b>PAVEMENT CONDITION</b>		<b>SUPPORTS 2040 GROWTH CONCEPT</b>		<b>IMPROVES UNSAFE LOCATION</b>	<b>COST PER MILLION VEHICLE MILES</b>
<b>Road Reconstruction Projects</b>										
<b>Agency</b>	<b>Code</b>	<b>Project Title</b>	<b>Federal Funds Request</b>	<b>Total Project Points</b>	<b>Current Condition</b>	<b>Future Condition</b>	<b>Serves High Priority Land Uses</b>	<b>Serves Mixed Use Development</b>		
<i>Total points possible for each scoring category</i>				<b>100</b>	<b>15</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>15</b>
Portland	PR10	Naito Parkway: NW Davis/SW Market	1.500	<b>66</b>	<b>8</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>8</b>
Portland	PR 7	SE Washington St: 82nd/109th	1.087	<b>65</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>15</b>
Portland	PR4	SE 39th Ave: Powell/Holgate	1.340	<b>58</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>8</b>
Portland	PR3	NW 23rd Ave: Burnside/Lovejoy	0.825	<b>58</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>8</b>
Portland	PR5	SE Holgate Blvd: SE 42nd/SE 52nd	0.797	<b>56</b>	<b>8</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>8</b>
Portland	PR2	SE Stark St O'Lay: 122nd/146th	1.352	<b>55</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>15</b>
Milwaukie	CR3	Lake Road: Oatfield/Hwy 224	1.525							
Portland	PR6	SW Market/Clay: Naito Prkwy/SW 12th	3.663	<b>50</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>
Portland	PR9	Hayden Is. Dr: N. Center Ave/N. Farr St.	1.440	<b>40</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>
Portland	PR8	NE Cully Blvd: Prescott/Killingsworth	0.403							
Clack Co	CR2	Johnson Creek Blvd: 36th/45th	1.076							
ODOT	PR11	I-405: Fremont Bridge/I-5	0.900	<b>35</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>
Portland	PR1	Bybee Boulevard O'Xings	5.235							
West Linn	CR1	Willamette Falls Dr: 10th/Sunset	3.314	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>			<b>24.458</b>							



<b>Priorities 2000 Projects: Nominations Summary</b>					<b>Effectiveness</b>	<b>Safety</b>			<b>Supports 2040 Growth Concept</b>	<b>Cost Effectiveness</b>	
<b>Freight Projects</b>											
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points	Reduction in Truck Hours of Delay with Project	Reduction in Conflicts w/ Other Modes	Address Haz'dous Road/Rail Conflict	Address Location w/ High Accident Rate	Access to or Circulat'n Within Industrial Areas	Serves Traded Sector Employment Areas	Total Project Cost per Truck Hours of Delay
<i>Total points possible for each scoring category</i>				<b>100</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>20</b>	<b>20</b>	<b>15</b>
Portland	PF2	N Marine Dr Reconst (2)	1.795	88	25	8	0	0	20	20	15
Port	PF7	Marine Dr: BNSF O'Xing (6)	1.794	88	25	8	0	0	20	20	15
Portland	PF8	Rivergate ITS Project	0.500	80	13	8	0	4	20	20	15
ODOT/Port	PF5	E Columbia - Lombard Connect'n (4)	29.500	73	13	8	0	4	20	20	8
Portland	PF1	Lower Albina O'Xing (1)	4.000	68	13	8	8	4	20	0	15
Portland	PF3	SE 7th/SE 8th Ave Connector (3)	2.512	37	0	8	0	4	15	10	0
Portland	PF6	Powell/SE 8th Signalization (5)	0.224	37	0	8	0	4	15	10	0
			40.325								

<b>Priorities 2000 Projects: Nominations Summary</b>					<b>Use Factor</b>			<b>Safety</b>		<b>Supports 2040 Growth Concept</b>		<b>Cost Effectiveness</b>
<b>Boulevard Design Projects</b>					<b>Design Features to Calm Auto Traffic</b>	<b>Features to Enhance Alternative Modes</b>		<b>Project Removes Alternative Mode Hazards</b>	<b>Factors Drawing Alternative Modes</b>	<b>Serves High/Primary Land Uses</b>	<b>Serves Mixed Use Development</b>	
<b>Agency</b>	<b>Code</b>	<b>Project Title</b>	<b>Federal Funds Requested (\$millions)</b>	<b>Total Project Points</b>		<b>Widen Sidewalks Points</b>	<b>Design Features to Enhance Non-Auto Modes</b>					
<i>Total points possible for each scoring category</i>				<b>100</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>15</b>
Gresham	mbl1	Division Street - Cleveland to Birdsdales	\$3.589	95	10	5	10	10	10	20	20	10
Gresham	mbl2	Stark Street - Stark to 188th	\$1.539	90	10	5	10	10	10	20	15	10
Portland	pbl3	West Burnside - Burnside Bridge to NW 23rd	\$0.269	86	7	0	10	7	7	20	20	15
Portland	pbl2	Gateway RC	\$2.691	85	10	0	10	10	10	20	15	10
Portland	pbl1	Hawthorne Boulevard - SE 20th to 55th	\$2.692	83	10	3	10	5	10	20	15	10
Portland	pbl4	Barbur Boulevard - Naito Parkway to SW 65th	\$0.882	80	3	5	10	5	7	15	20	15
Washington Co.	wbl1	Cornell Road - Trail Avenue to Saltzman	\$1.800	80	10	5	10	10	10	15	5	15
Lake Oswego	cbl4	"A" Avenue - State Street to Third	\$2.700	77	10	5	10	7	10	20	5	10
Portland	pbl5	South Portland - I-405/Barbur/Hamilton/river	\$5.382	77	5	5	10	7	10	20	20	0
West Linn	cbl2	Willamette Drive - "A" Street to McKillican	\$1.082	77	10	5	10	7	10	10	10	15
Washington Co.	wbl5	Scholls/Oleson/BH Intersection	\$1.080	75	7	3	10	10	10	15	5	15
ODOT	cbl3	McLoughlin Boulevard - Harrison to SP Railroad	\$1.800	73	3	5	5	5	10	20	15	10
Forest Grove	wbl4	Forest Grove TC	\$1.211	67	10	5	10	7	10	5	5	15
Washington Co.	wbl6	Hall Blvd Extension - Cedar Hills to Hocken	\$4.170	66	10	3	10	3	10	20	5	5
Cornelius	wbl2	Baseline/Adair Streets - 10th to 20th	\$4.541	65	10	5	10	10	10	10	5	5
Clackamas Co	cbl1	Harmony Road - 82nd to Fuller	\$2.500	59	7	5	7	10	10	20	0	0
Lake Oswego	cbl6	Boones Ferry - Washington to Madrona	\$1.350	57	7	5	5	3	7	15	0	15
Beaverton	wbl3	Murray Extension - Scholls to Barrows	\$6.387	43	5	3	5	3	7	15	5	0
Lake Oswego	cbl5	Boones Ferry - Mercantile to Kruse Way Place	\$0.266	27	0	0	0	0	7	15	5	0

Priorities 2000 Projects: Nominations Summary					Use Factor			Safety		Supports 2040 Growth Concept			Total Project Cost (\$millions)	Cost Effectiveness	
Bicycle Improvement Projects					Ridership			Roadway Deters Use	Other	Bike System Hierarchy	2040 Land Use Hierarchy	Bike System Connectivity			
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points	2020 Forecast Riders	Percent Change in Riders	2020 Households and Employment	Auto Volumes and Speed	Multi-Use Path	Regional Bike System Functional Classification	Access to Centers	Completes Gaps in the Regional System			
Total points possible for each scoring category					100	5	5	15	15	5	20	10	10		15
Portland	PBi1	Morrison Brdg Ped/Bike Access	1.570	93	5	5	15	15	5	20	10	10	1.750	8	
Clack Co	CBi3	Phillip Crk Greenway: Causey/Mt. Scott Grnwy	0.468	88	5	3	15	15	5	13	10	7	0.522	15	
Portland	PBi6a	Eastbank Trail: Sellwood Br/OMSI (Ph 2)	1.160	86	5	5	15	15	5	13	10	10	1.300	8	
Portland	PBi9	Greeley/Interstate: Killingsworth/Russel	0.144	83	5	3	15	15		13	10	7	0.160	15	
Hillsboro	WBi5	Cornell Rd: Elam Young/Ray Circle	0.540	83	3	5	15	15		13	7	10	0.600	15	
Clack Co	CBi2	SE Fuller Road: Harmony/King	0.592	80	1	1	15	8		20	10	10	0.660	15	
Beaverton	WBi2	Hall Boulevard Bikeway: 12th /Allen	0.945	79	5	3	8	15		20	10	10	1.053	8	
Beaverton	WBi1	Fanno Creek Path: Denny N to Allen	0.075	79	3	3	8	15	5	13	7	10	0.083	15	
Wilsonville	CBi10	Parkway Avenue/Town Center Bikeway	0.040	73	3	5	15	8		13	7	7	0.050	15	
Wilsonville	CBi9	Town Center Prk: Bike/Ped Connections	0.200	73	3	5	15	8		13	7	7	0.250	15	
Clack Co	CBi7	Clack Reg Cntr Trail: Harmony Rd/82nd Ave	0.278	72	1	3	15	3	5	13	7	10	0.310	15	
Portland	PBi3	Marine Dr: Multi-Use	0.738	70	1	3	8	15	5	13	10	7	0.822	8	
Clack Co	CBi4	Ptld Tract'n Co Trail: Park/Glen Echo	1.077	70	5	3	8	15	5	13	3	10	1.200	8	
THPRD	WBi10	Fanno Cr.Path: E to Allen/Scholls Ferry	1.435	69	5	3	8	15	5	13	7	10	1.600	3	
Metro	PBi2	Pen X'ing Trail: N Ptld Rd (Ph 2)	0.359	68	1	3	3	15	5	13	10	10	0.400	8	
THPRD	WBi9	Powerline Rock Creek	0.628	67	3	5	8	15	5	13	3	7	0.700	8	
L Oswego	CBi12	Will. Shoreline Rail: L.O./Sellwood Brdg (study)	0.150	67	5	5	8	15	5	13	3	10	1.600	3	
Gresham	MBi1	Gresh./Fairview Trail: Spingwater/Marine Dr.	1.077	65	3	1	15	8	5	13	7	10	1.577	3	
THPRD	WBi8	Powerline Beaverton	1.794	61	1	3	8	15	5	13	3	10	2.000	3	
Wilsonville	CBi11	Parkway Cntr Dr: Ellingsen Rd/Burns Way	0.020	60	1	5	8	8		13	7	3	0.025	15	
Clack Co	CBi8	Jennifer Street: 106th/120th	0.444	60	1	5	8	3		8	10	10	0.495	15	
Oregon C	CP2	Washington St: Abernethy Rd/7th St.	0.400	56	5	1	8	8		13	10	3	0.885	8	
Portland	PBi4	SE 111th/112th Ave: Market/Holgate	1.553	55	3	3	15	8		13	3	7	1.733	3	
Hillsboro	WBi7	Rock Crk Trail: Evergreen/Amerwood Dr.	0.448	55	1	5	8	3	5	8	3	7	0.500	15	
Portland	PP5	Red Electric Line: Willam Pk/Oleson Rd (study)	0.135	53	3	1	15	8	5	8	3	7	2.250	3	
Mult. Co.	MM2	Halsey St: Fairview Ave. to 238th	1.090	53	3	5	8	8		13	3	10	2.015	3	
Portland	PBi6b	Eastbank Trail: Sellwood Br/Springwater (Ph 2)	1.980	51	5	1	8	3	5	13	3	10	2.200	3	
Portland	PBi8	Willamette Greenway: Will. Cove Seg.	0.449	50	3	1	8	3	5	8	7	7	0.500	8	
Clack Co	Cbi6	Linwood Ave: Monroe/Cedarcrest	0.449	49	3	1	3	8		13	3	10	0.500	8	
Wash Co	WBi4	Cedar Mill Multi-use Path	0.900	48	1	5	3	8	5	13	7	3	1.000	3	
Clack Co	CBi5	Hill/Thiessen Rd. Bike Infill	0.601	47	1	1	8	8		8	3	10	0.670	8	
Clack Co	CBi1	Roethe Road: River Road/McLoughlin	0.431	37	1	1	3	8		8	3	10	0.480	3	
Clack Co	PBi5	Springwater Corridor: Rugg Rd to Boring	0.538	35	1	1	3	3	5	13	3	3	0.600	3	

SubTotal 22.707

<b>Priorities 2000 Projects: Nominations Summary</b>					<b>Use Factor</b>		<b>Safety</b>	<b>Supports 2040 Growth Concept</b>		<b>Total Project Cost</b>	<b>Cost Effectiveness</b>
<b>Pedestrian Improvement Projects</b>								<b>Access to Centers</b>	<b>Increase Mixed Use Density</b>		
<b>Agency</b>	<b>Code</b>	<b>Project Title</b>	<b>Federal Funds Requested (\$millions)</b>	<b>Total Project Points</b>	<b>Walk Trips in Zone</b>	<b>Walk to Transit Trips in Zone</b>	<b>Corrects Pedestrian Hazards</b>	<b>Improves Circulation in 2040 Priority Land Uses</b>	<b>Mixed Use Index Value</b>	<b>(\$millions)</b>	
<i>Total points possible for each scoring category</i>				<b>100</b>	<b>10</b>	<b>15</b>	<b>20</b>	<b>20</b>	<b>20</b>		<b>15</b>
Wash Co	WP2	Milikan Way: Murrary/Hocken	0.224	86	10	15	13	13	20	\$0.250	15
Wash Co	WP5	SW 170th Ave: Merlo Rd/Elmonica LRT Station	0.052	84	8	13	20	13	15	\$0.300	15
Wash Co	WP7	Cedar Hills Blvd: Walker to Butner Rd	0.085	79	8	15	20	8	20	\$1.112	8
Wash Co	WP4	Sentinel Plaza: Cornell Rd/Cedar Hills Blvd/113th	0.180	72	10	15	7	13	12	\$0.200	15
Happy Valley	CP1	Scott Crk Ln: 129th/Mt. Gate Rd	0.080	72	8	11	13	13	12	\$0.090	15
Portland	PP4	River Dist. Ped. Improvements	1.615	62	10	7	7	20	15	\$1.800	3
Portland	PBi7	Eastbank Neighborhood Access	1.346	62	10	7	7	20	15	\$1.500	3
Milwaukie	CM16	Linwood Ave: Cedar Crest to Monroe	0.783	58	4	6	20	8	12	\$0.873	8
Tualatin	WBi6	Tualatin R. Ped Bridge	0.897	57	6	8	7	13	15	\$1.000	8
Hillsboro	WP1	Hillsboro Regional Center Ped Program:	1.350	56	8	8	7	20	10	\$1.500	3
Wash Co	WP3	Saltzman Road: Marshall Rd/Dogwood Rd	0.063	54	6	8	20	8	4	\$0.485	8
Portland	PP1	Capitol Hwy: SW Taylors Ferry/36th Ave	0.924	50	2	5	20	13	7	\$1.030	3
Mult Co	MP1	257th Ave: Cherry Park Rd/Stark	1.346	48	4	6	20	8	7	\$1.500	3
Portland	PP2	Capitol Hwy: Bertha/BH Hwy	0.400	47	2	5	20	13	4	\$1.254	3
Wash Co	WP6	131st/Fischer Rd: Beef Bend/99W	0.315	45	6	3	13	8	7	\$0.600	8
Portland	PP6	Springwater Trailheads@82nd, 136th & 174th	1.253	43	4	5	13	8	10	\$1.400	3
Portland	PP3	West Burnside: Wildwood Trail O'Xing	0.449	36	2	3	13	8	7	\$0.500	3
<b>SubTotal</b>			<b>\$11.361</b>								

**Priorities 2000 Projects: Nominations Summary**

**TDM Program Improvements**

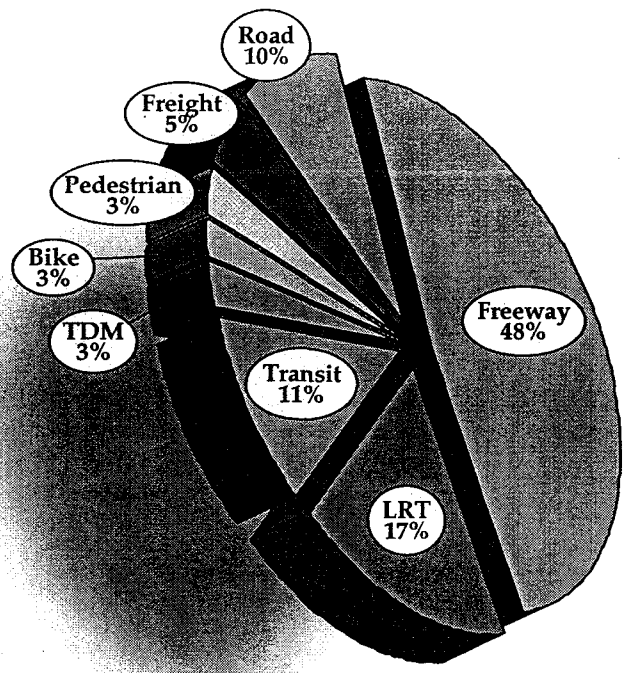
Priorities 2000 Projects: Nominations Summary					Use Factor	Supports 2040 Growth Concept	Total Annualized Program Cost	Cost Effectiveness
Agency	Code	Project Title	4 Year Federal Funds Requested (\$millions)	Total Project Points	Non-SOV Trips Induced; VMT Reduced	Growth in Centers; Access to Centers		
<i>Total points possible for each scoring category:</i>					100	35	40	25
Tri Met/Region	TDM5	TMA Assistance Program	2.000					
Tri Met/Region	TDM1	Regional TDM Program	2.800	100	35	40	\$ 1,011,700	25
Tri Met/Region	TDM4	Reg 2040 Initiatives	2.000	100	35	40	\$ 700,000	25
DEQ/Region	TDM3	Employee Commute Options	0.420	83	18	40	\$ 115,815	25
OOE/Region	TDM2	Portland Area Telecommuting Project	0.400	71	18	40	\$ 120,000	13
Wilsonville	TDM6	Wilsonville TDM Program	0.300	71	18	40	\$ 139,150	13

SubTotal 7.920

# Historical Allocation of Transportation Funds: 1992-2001

## Funded Projects (In Millions)

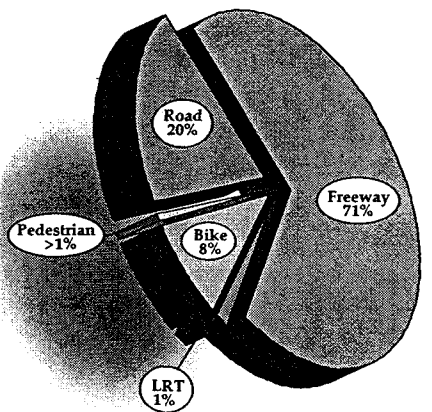
- Built -



\$335.20

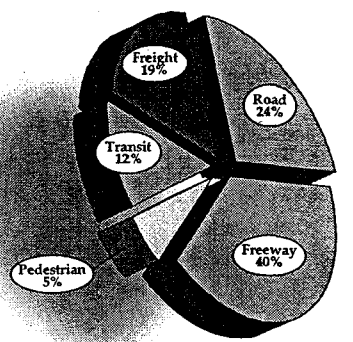
- Not Built -

REGIONALLY APPROVED



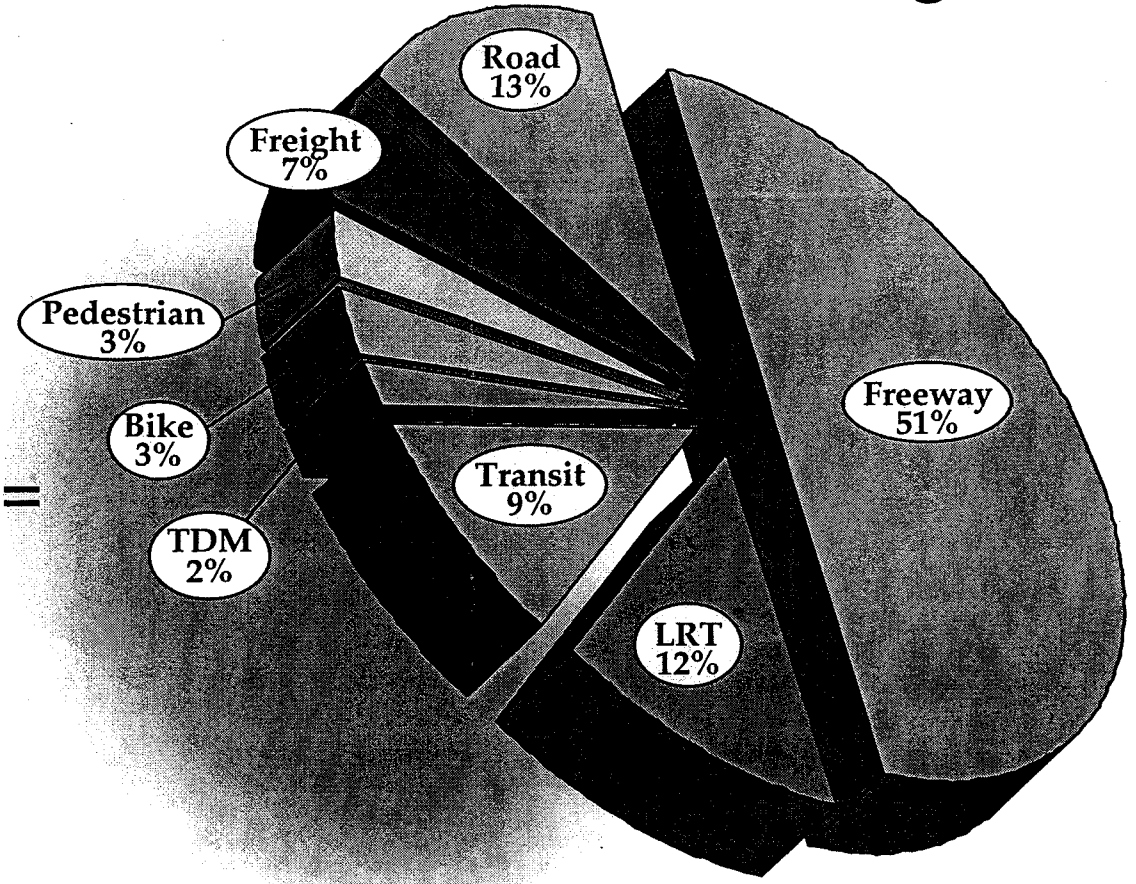
\$70.43

TEA-21 HIGH PRIORITY EARMARKS



\$67.13

- Total Funding -



\$472.76

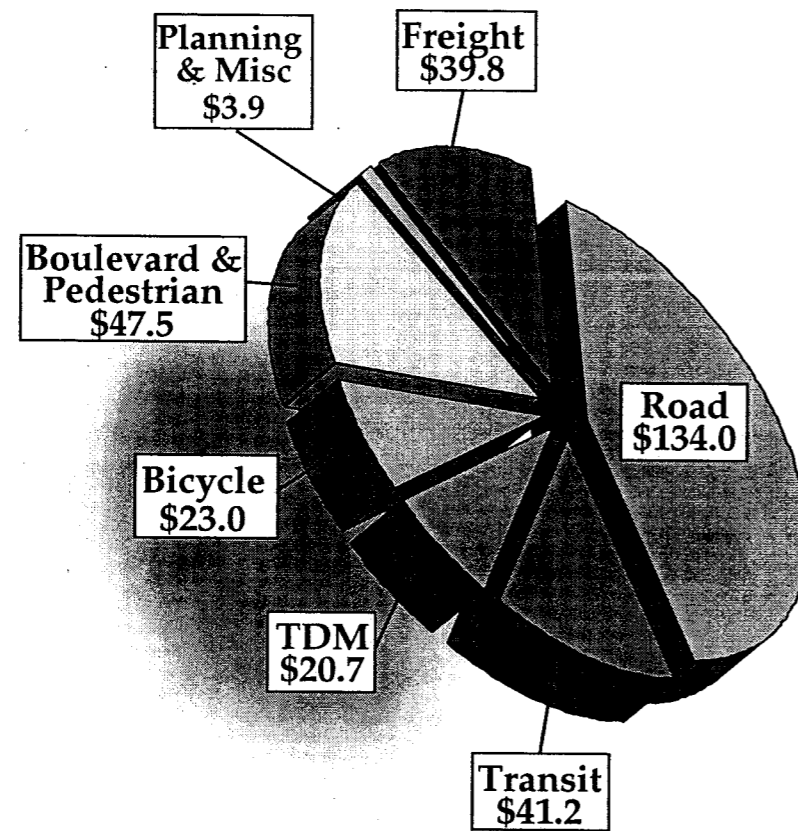


**METRO**  
Creating Livable Communities  
Feb. 10 1999

# Priorities 2000: FY 00-03

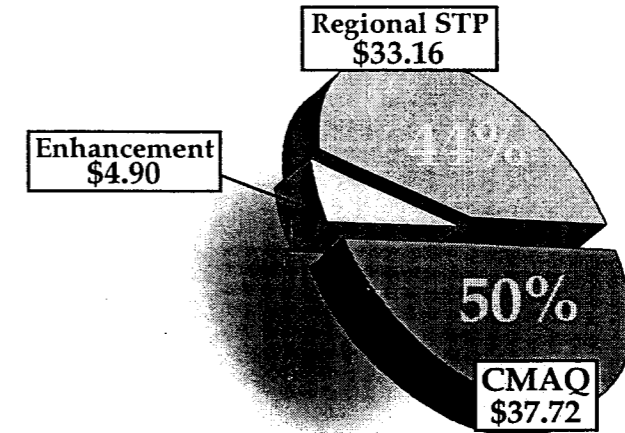
(In Millions)

## Project Nominations



**\$310.4**

## Unallocated Funds



**\$75.78**



**METRO**  
Creating Livable Communities  
Feb. 10, 1999

**Category I: Recommendations that JPACT and the Metro Council have endorsed and should be implemented**

**Road and Freeway Expansion (new capacity, widening) such as:**

Widen Sunset Highway from Sylvan to 185<sup>th</sup>  
Construct the Tualatin – Sherwood Connector  
Construct the Sunrise Corridor

**Improve the Columbia Corridor for freight access**

Numerous arterial upgrades; such as:

Sunnyside Road, Baseline Road, Farmington Road, Kane Road etc.  
Mt. Hood Parkway – Interim improvement  
Regional Advanced Traffic Management System

*Handout*

**Improve Bike/Ped Access**

Various Blvd and Main Streets; such as:

Division Street in Gresham  
McLoughlin Blvd in downtown Milwaukie  
Hawthorne Blvd  
“A” Avenue in Lake Oswego  
TV Hwy through Cornelius  
Regional Trails and Bike Network

**Rail Expansion**

LRT to the Airport  
Central City Streetcar:  
Phase I (PSU to Northwest)  
Phase II (N. Macadam to PSU)

**Bus Service Expansion**

**More suburban-to-suburban connections**  
Transit priority treatment

**Flex Time and Telecommuting and other TDM measures**

Employer Commute Options Program (ECO)  
Transportation Management Association (TMAS)



**Category II: Recommendations that merit consideration and are currently, or should be, under study**

**Road and Freeway Expansion**

Hwy 217 Corridor  
I-205 – I-5 to Oregon City  
McLoughlin Blvd/Hwy 224 Corridor  
I-5 Columbia River Crossing

**Consideration of Above Added Freeway Lanes as HOV Lanes**

**Bus Rapid Transit Corridors**

Barbur Blvd  
Powell Blvd  
TV Hwy

**Commuter Rail**

Beaverton to Wilsonville  
Milwaukie to Tualatin to Newberg  
Lake Oswego to Portland  
Clark County to Union Station

**Congestion Pricing**

Traffic Relief Options Study

**Employer-based TDM programs**

TMA vanpool and shuttle services

### **Category III: Recommendations requiring further direction**

**Exclusive Busways**

**Conversion of General Purpose Lanes to HOV or Bus Lanes**

**Additional Streetcar Routes**

**Electric Trolley Buses**

**Downtown Subway**

**River Transit**

**Electric Cars**

**Jitneys**

**Monorail**

**Hovercraft**

**Personal Rapid Transit**

**Privatization of transit alternatives**

**Free Transit**

## **Category IV: Comments regarding transit operations for which Tri-Met should evaluate**

### **Improvements to existing transit system**

- More frequent bus service during non-commute hours**
- More cross town service between major communities**
- More shelters at bus stops and other customer amenities**
- Improved transit access (bus and/or light rail), such as along:  
Canyon Road, Sunset Hwy, Farmington Road, Broadway, TV Hwy,**
- Reinstate night owl service; for example route # 77**
- Address overcrowded situation on new Westside MAX line; for example add more trains, increase frequency or implement express service**
- Expand taxi shuttle to rail stations**
- Improve fare collection and enforcement**

### **Express bus or train service**

- Add an express bus from Jantzen Beach to Lombard and to Downtown Portland**
- Dedicated bus service from Washington County to the Portland Airport**
- Reinstatement of express bus service on westside**
- Express MAX service**

### **Park and Ride Improvements/Expansions**

- Expand Park and Ride facilities, such as at the Sunset and Gateway Park and Rides**
- Improve security**
- Bus priority lanes accessing facilities**

### **Fare Options**

- Single zone system**

## South/North Light Rail – What next?

Further direction is needed on the South/North Light Rail Corridor. The range of possible courses is to drop Light Rail to continue pursuing the project in its present form. In general the options that exist are as follows:

### Option A

- Drop South/North Light Rail from the Regional Transportation Plan
- Begin development of a substitute transit/road improvement program

### Option B

- Keep Light Rail in the long range Regional Transportation Plan
- Begin development of a road/transit improvement in the short-term

### Option C

- Keep Light Rail in the long range Regional Transportation Plan
- In the short-term, pursue construction of Light Rail in one direction and a road/transit improvement in the opposite direction

### Option D

- Continue to pursue Light Rail in both directions
- Begin investigation of alternative designs, alignments and funding sources

In Options A, B and C above, consideration of short-term or substitute transit projects could include HOV lanes, busways, bus priority treatment, commuter rail, etc.

# Metro Meetings

## Priorities 2000

You are invited to a series of opportunities to provide public comment on transportation funding priorities

Your input is needed on funding priorities for the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP). All state and federally funded projects must be included in these documents to be constructed from 2000 – 2003.

**Tues., Feb. 23, 5:30 – 7:30 p.m.**

Metro Regional Center

Room 370

600 NE Grand Ave., Portland

Joint meeting with ODOT – Oral testimony will be taken

Tri-Met bus route 6 or take light rail to the Oregon Convention Center MAX station

**Sat., Feb. 27, 11 a.m. – Noon**

Washington County Public Services Building

155 N. First Ave., Hillsboro

Open house – Information and staff to answer questions will be available as part of Metro's *Basics of Land-Use Planning* open house

Tri-Met bus routes 46, 57 or take light rail to Hatfield Government Center MAX station

**Wed., March 17, 6 – 8 p.m.**

Gregory Forum, Clackamas Community College

19600 S. Molalla, Oregon City

Joint meeting with ODOT – Oral testimony will be taken

Tri-Met bus routes 32 or 33

**Electronic Open House – Feb. 8 – March 22**

Access information and leave your comments via Metro's web page at [www.metro-region.org](http://www.metro-region.org)

**All meeting locations are A.D.A. accessible.**

Devices for the hearing impaired and language translation, including signing, are available with 48 hours advance notice. Please call Metro at (503) 797-1866 or T.D.D. (503) 797-1804 to request any of these services.

### What is Priorities 2000?

Approximately \$75.8 million of federal flexible funding is available for transportation projects in our region from 2000 through 2003. The Metro Council and JPACT, the Joint Policy Advisory Committee on Transportation, a committee of local elected officials, are seeking public input through the *Priorities 2000* process to determine how these funds should be used.

Local governments, Tri-Met and the Port of Portland have submitted 150 transportation projects, that have a total cost of more than \$300 million, to Metro for funding consideration.

These projects have been evaluated and ranked based on how well they meet regional goals for each mode of travel. JPACT and the Metro Council also consider other factors such as whether there is a past regional commitment to a project or whether significant matching funds are being offered. Technical ranking information and a list of other factors are available for public review and comment by calling Metro's transportation hotline, (503) 797-1900 option #3, or contact Metro via e-mail at: [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us).

### Is this all the money available?

No, from 1998 to 2003 approximately \$265 million in state and federal funds are available for use in our region, of that amount \$189 million has already been committed to projects. Approximately \$120 million was committed through the last regional funding process ("Priorities '97") and \$69 million was allocated directly to twelve high priority projects by the 1998 federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

Over 80 percent of these prior commitments were to road improvements including the I-5/217/Kruse Way Interchange, I-205/Sunnybrook Interchange, Tualatin/Sherwood Bypass, and the US 26 Sylvan Interchange.

**METRO**  
Regional Services

600 NE Grand Ave.  
Portland, OR  
97232-2736

(503) 797-1755  
Fax (503) 797-1794  
TDD (503) 797-1804

Recycled paper

1/25/99

## What types of projects are being considered for funding?

Projects must be of regional scope and part of the area's Regional Transportation Plan (RTP) to receive funding. In addition, federal flexible funds have restrictions on their use. Of the \$75.8 million, \$43 million cannot be used to build new lanes for automobiles and must improve air quality. The remaining \$33 million can be used for almost any transportation project.

The types of projects submitted fall into the following categories:

- **Boulevard projects** to slow traffic and make walking, bicycling and use of transit safer and more attractive within mixed use residential, business and commercial centers.
- **Bridge projects** to repair the Broadway, Morrison and Burnside Bridges.
- **Freight projects** to construct railroad overcrossings and improve access to industrial areas.
- **Intelligent transportation system (ITS) projects** to optimize and upgrade traffic signals and better manage traffic.
- **Pedestrian and bicycle projects** to widen and construct sidewalks and stripe bike lanes.
- **Transportation demand management programs** to encourage and support alternatives to driving alone.
- **Public transit projects** to enhance bus stops, purchase buses and improve service and complete Washington County Commuter Rail environmental and design work.
- **Planning projects** to fund regional transportation planning programs.
- **Road modernization and reconstruction projects** to widen and repair streets and roads.
- **Transit-oriented design projects** to support transit oriented development.

A complete project list that includes brief project descriptions and technical scoring and ranking is part of the *Priorities 2000* information packet.

## Is *Priorities 2000* the same as the MTIP?

Yes, *Priorities 2000* is the process for updating the MTIP, Metropolitan Transportation Improvement Program, and determining how state and federal transportation funds should be used in our region. Projects selected for funding through the *Priorities 2000* process will also be included in the Statewide Transportation Improvement Program (STIP).

## What is ODOT seeking public comment on at the *Priorities 2000* meetings?

ODOT is seeking comment on the draft 2000-2003 Statewide Transportation Improvement Program (STIP). Public comment on the draft will be received until April 1, 1999. Comments will be taken at public meetings and may be submitted via e-mail to the following address: [allison.m.hamilton@odot.state.or.us](mailto:allison.m.hamilton@odot.state.or.us).

## What is the format of the *Priorities 2000* meetings?

**Portland (Feb.23) and Oregon City (Mar. 17) meetings** – Drop by at any time to make your comments to representatives from Metro and ODOT. Staff will be available to answer questions. An open house area will include information about local, regional and statewide funding issues.

**Hillsboro (Feb. 27) meeting** – Metro will have a table on funding issues as part of Metro's *Basics of Land-Use Planning* open house. Metro staff will be available to answer questions. Comments can be submitted on comment cards or entered directly into the record electronically.

**Electronic open house** – You can view and download all *Priorities 2000* information being distributed at the public meetings from Metro's web page ([www.metro-region.org](http://www.metro-region.org)) and send your comments via e-mail.

## When and how are comment being accepted?

Comments are being taken from Feb. 8 to March 22, 1999. You can submit your comments to the Metro Council and JPACT by any of the following methods:

- **in person:** at *Priorities 2000* meetings listed on this notice
- **mail:** MTIP, Metro Transportation Dept., 600 NE Grand Ave., Portland, OR 97232
- **e-mail:** [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)
- **phone:** transportation hotline, (503) 797-1900, option #3
- **fax:** (503) 797-1949

## How can I get more information?

To request a *Priorities 2000* public information packet call Metro's transportation hotline, (503) 797-1900 option #3, or contact Metro via e-mail at: [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us).

## Priorities 2000 Project Selection Schedule

<b>15-Jan-99</b>	Release draft technical ranking to agencies and TIP Subcommittee
<b>19-Jan-99</b>	TIP Subcommittee (Transit/TDM issues/ITS projects)
<b>19-Jan-99</b>	Transportation Planning Committee Review
<b>26-Jan-99</b>	TIP Subcommittee (Bike/Ped/Boulevard projects; Bridge maintenance)
<b>29-Jan-99</b>	TPAC Review/Approval of Draft Technical Ranking
<b>2-Feb-99</b>	Transportation Planning Committee Review
<b>8-Feb-99</b>	Release Approved Technical Rankings to Public*
<b>8-Feb-99</b>	Public Comment Period begins
<b>10-Feb-99</b>	TIP Subcommittee to address Administrative Factors
<b>11-Feb-99</b>	JPACT Review
<b>16-Feb-99</b>	Transportation Planning Committee Review
<b>23-Feb-99</b>	Public Workshop with ODOT (in Portland): Comment on Technical and Administrative Factors
<b>26-Feb-99</b>	TPAC: Approve blended technical/administrative ranking by modes
<b>27-Feb-99</b>	Open House (in Hillsboro) – distribute information to public
<b>2-Mar-99</b>	Transportation Planning Committee Review
<b>11-Mar-99</b>	JPACT/Metro Council Review
<b>16-Mar-99</b>	Transportation Planning Committee Review
<b>17-Mar-99</b>	Public Workshop with ODOT (in Oregon City) – Comment on Technical and Administrative Factors
<b>22-Mar-99</b>	TIP Subcommittee: Formulate cut list to 150% of available funds**
<b>22-Mar-99</b>	Public Comment Period Ends
<b>26-Mar-99</b>	TPAC: Review/Approve 150% cut list
<b>6-Apr-99</b>	Transportation Planning Committee Review
<b>8-Apr-99</b>	JPACT/Metro Council Review/Approve 150% cut list
<b>20-Apr-99</b>	Transportation Planning Committee Review
<b>29-Apr-99</b>	TPAC Approval of Program Recommendation***
<b>4-May-99</b>	Transportation Planning Committee Hearing on Program Recommendation
<b>13-May-99</b>	JPACT Approval of Program
<b>27-May-99</b>	Metro Council Approval of Program

\* Date of workshop contingent on TPAC approval to release draft technical rankings. Room 370A-B is reserved for meeting on this date in the evening.

\*\* Program reduction to 150% of revenue will not occur if consensus on 100% program can be achieved.

\*\*\* Prior TIP Subcommittee meeting(s) will be scheduled as needed.

COUNCILOR DAVID BRAGDON

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797-1889 | FAX 503 797-1793



METRO

Date: February 10, 1999  
To: Executive Officer Mike Burton  
From: David Bragdon, Councilor, District 7  
Subject: Use of State Income Taxes for Road Expansion

A handwritten signature in black ink, appearing to read "David Bragdon", is written over the "From:" line of the letterhead.

I respectfully differ with your suggestion that the State Legislature divert a portion of Oregon income taxes paid by Clark County residents and use it for Interstate 5 expansion projects, rather than for state general fund needs (the major budget category of which is education).

We already have a dedicated means of paying for road expansion: namely the gas tax, along with truck fees and automobile registration fees. As you have strongly advocated on other occasions, if more funds are needed for roads, the Legislature should face the facts and increase those established sources of revenue, all of which are user fees which cannot be used for anything except roadwork anyway.

Diverting a portion of the income tax to road work has two major policy drawbacks: one, the diversion moves us away from a "user pays" philosophy; two, even the suggestion gives the Legislature an excuse to continue avoiding serious consideration about the gas tax, the true costs of roads, and the trade-offs between preservation and expansion of them.

Moreover, diverting general fund dollars from programs which do not have dedicated revenue sources – notably education, but also including health care, corrections, land use planning, transit, etc. – and putting those funds into an activity which already does have a dedicated revenue source – road expansion – precludes comprehensively serving the public's priorities for government spending.

In my personal opinion, the I-5 "trade corridor" study and other efforts at the legislative and local level should attempt to address the critical freight and passenger transportation needs in the bi-state area without using income taxes for road expansion. Thank you for your consideration.



## *ODOT Listened to the Legislature and Implemented Changes*

*Handout*

- **Outside Audits** - To make sure that ODOT is doing its job as effectively as possible, ODOT requested an agency audit by the Secretary of State. It also requested an independent review of its construction and maintenance practices. The Secretary of State audits reported on Sources and Uses of Highway Funds; Administration and Overhead Costs; Highway Construction; Local Agency Use of Highway Funds; and the STIP. ODOT is using these audits to improve operations in these areas.
- **Efficiency Committee** - ODOT created an Efficiency Committee composed of business, legislative and community leaders to advise the agency on efficient ways to manage the department and the taxpayer's dollar. The committee's December 1998 report detailed ways in which ODOT could improve in the areas of cost accounting, construction bidding and project management, design, right-of-way and environmental, maintenance accounting and partnerships, DMV and Motor Carrier, and planning.
- **Improved Productivity** - ODOT improved its efficiency and put more dollars on the road. In fact, efficiencies and redirected budget priorities have created \$71.6 million in savings. ODOT contracted for \$20 million in paving projects in the summer of 1998. This year another \$10-\$15 million will be directed to striping and pavement projects.
- **Program Budget** - In an effort to present a detailed picture of ODOT's activities, the department organized a budget in a way that shows the products and services it provides, rather than along traditional organizational lines. The program budget contains program details which were not available in previous budgets. In the highway areas, the program budget provides separate estimates for maintenance, preservation, bridge, safety, special programs and local government programs. Additional information is provided for transportation modes by separating Transportation Safety, Aeronautics, Rail, Transit and Transportation Development programs.
- **Design/Build** - ODOT began implementing "design/build" contracting, a process that combines both designers and contractors working together throughout a transportation project. Design/build contracting efficiencies enable transportation projects to be delivered sooner. ODOT developed a pilot program with contractors, design firms, the insurance and bonding industries, and cities and counties. ODOT is implementing design/build contracting on two projects. It then will evaluate this innovation before moving forward with a broader program.
- **Executive Service** - Twenty-three additional ODOT managers were moved from management service to executive service to improve responsiveness. This management tool demands more accountability for their performance and that of the employees they supervise and the programs they manage.
- **Freight Policy** - ODOT and industry stakeholders are working together to define and better articulate statewide freight policy. The purpose of these efforts is to ensure that transportation-funding decisions consider freight movement as well as people movement.

# ***SECRETARY OF STATE - AUDITS***

## **Administrative & Overhead Costs**

- Costs showed administration @ 6% of total costs and overhead @ 15.8% of total costs
- Expenditures need to be accurately classified, as direct, indirect or administrative

## **STIP Project Delivery**

- Since 1993 ODOT has improved timelines of starting planned projects from 60% to 77%
- STIP project cost estimates reliably predict actual total cost
- Inconsistency in design and delivery process

## **Sources and Uses of Highway Funds**

- From 1993-1997, Overall pavement condition rating fell from 83% fair or better to 77%
- Percentage of DMV receipts transferred to Highway fund decreased due to DMV costs increasing faster than revenues
- For the two largest highway fund revenue sources, (fuel and weight -mile tax), 95% is available for highway construction and maintenance.

## **Highway Construction**

- Costs overruns averaging 6.6% - Compares favorably to other states
- Apply rigorous use of pre-qualification screening of contractors
- Oversight of project management insufficient

# ***DYE MANAGEMENT REVIEW***

## **Maintenance**

- State-of-the-art approach to maintenance implemented
- ODOT following effective, modern practices in maintenance areas
- Maintenance budgets should be prepared using better data
- Improved preventive maintenance of road pavements can save money

## **Construction**

- Introduce contracting provisions that reduce late or ensure onetime construction of projects
- Projects are being completed within budgets
- While just under half of the projects are completed early or on time, over one-half are late

## **Design**

- Design schedule information not accurate, complete or detailed
- Quality of design work appears to be declining
- Improvements to design schedule information could help project management

## **Administrative**

- True Product Cost Initiative should be an agency priority
- There is inconsistency between ODOT Regions in the organization and management of project delivery

SENATOR GENE TIMMS  
REPRESENTATIVE JIM WELSH  
Co-Chairs



H-178 State Capitol  
Salem, Oregon 97310  
Phone (503) 886-1828  
FAX (503) 373-7807

SENATOR KATE BROWN      REPRESENTATIVE JANE LOKAN  
SENATOR VERNE DUNCAN    REPRESENTATIVE BARBARA ROSS  
SENATOR JEANNETTE HAMBY   REPRESENTATIVE BEN WESTLUND

MIKE STINSON, LEGISLATIVE FISCAL OFFICER  
PEGGY ARCHER, DEPUTY LEGISLATIVE FISCAL OFFICER  
DALLAS WEYAND, DEPUTY LEGISLATIVE FISCAL OFFICER

October 1, 1998

The Honorable Brady Adams  
President of the Senate  
S-203 State Capitol  
Salem, Oregon 97310

The Honorable Lynn Lundquist  
Speaker of the House  
269 State Capitol  
Salem, Oregon 97310

Dear President Adams and Speaker Lundquist:

At our September 1998 meeting we assimilated the audits and reviews concerning the issues and concerns identified during the 1997 Legislative Session regarding the Department of Transportation's effectiveness in managing the current resources of the highway fund. With one exception, we have received all of the reviews requested over a year ago. The review by the Secretary of State's Audits Division on performance of the Statewide Transportation Improvement Program (STIP) is in progress. We expect the report to be presented at our December 1998 meeting.

Enclosed is a summary of the actions taken to address the key issues identified by the Legislature. In general, the reports confirm that there is no malfeasance by the department in managing the resources of the highway fund. The reports show that the Department has taken steps to resolve issues of concern. Each report discusses areas where the department has performed well and areas that need more attention to improve efficiency and accountability. We are pleased to report that the department has already taken action to implement the audit recommendations and is committed to improving efficiency and accountability. The results of the department's efforts will take time to be fully measurable. The Joint Legislative Audit Committee intends to continue to monitor ODOT's progress.

We appreciate the cooperation and assistance provided by the Secretary of States Audits Division and the responsiveness of the Department of Transportation in addressing the issues and recommendations raised.

Respectfully submitted:

Senator Gene Timms  
Co-Chair

Representative Jim Welsh  
Co-Chair

RECEIVED							
DOT DIRECTOR							
REFER TO							
OCT 13 1998							
FOR							

Enclosure

# SUMMARY & STATUS OF ISSUES: OREGON DEPARTMENT OF TRANSPORTATION

## KEY LEGISLATIVE ISSUES

## ACTIONS TAKEN

### Administrative & Overhead Costs

- + Reasonableness of Admin. Costs in information systems, human resource admin., facilities, training & travel etc.
- + Level of Administrative burden on highway funds including ODOT headquarters, regional offices and local governments

- + SOS Audit of Administrative & Overhead Costs reported to September 1998 JLAC.
- + SOS Audit of DMV Cash Handling at Selected Field Offices: Department implementing recommendations
- + Oregon State Treasury Cash Management Review of Motor Carrier Branch: Dept. Implementing Changes to Improve interest earning
- + ODOT Advisory Committee on Efficiency appointed by Director Crunican: Report on suggestions for new & more efficient approaches to management of ODOT in progress
- + ODOT Resource Reallocation Program Implemented Report to September, 1998 E-Board on Efficiencies

### 2. STIP Projects, Statewide Planning Performance

- + Delivery of projects within schedule and budget
- + Cause for delays
- + Process for changing project priorities

- + SOS Review & Report on STIP Performance: in progress

### 3. Source and Uses of Highway Funds

- + Ability to determine amount of highway funding received and how it is disbursed for construction, preservation, maintenance, local government etc.
- + Compliance with statutory requirements
- + Trends in collections & expenditures
- + Trends in highway pavement conditions

- + SOS Review & Report on ODOT Sources & Uses of Highway Funds: Presented 7/98 & 9/98 to JLAC
- + ODOT Restructure of Budget Detail to Program Budget: In progress

### 4. Local Agency Use of State Highway Funds

- + Compliance with statutory requirements

- + SOS Audit of Local Agency Use of State Highway Funds: Presented 9/98 to JLAC

### 5. Construction Contracting

- + Project Management
- + Construction Cost Overruns
- + Contractor Performance

- + SOS Audit of Highway Construction Contracting: Presented 7/98 to JLAC; Department taking action to implement recommendations for improvements
- + Dye Management Group, Inc Management Review of Construction & Maintenance: Presented to JLAC 9/98; Department taking action to implement recommendations
- + ODOT Internal Audit of Project Manager Offices, Performance, Internal Controls & Documentation: ODOT Construction Section agrees in part with recommendations and is implementing improvements to work processes

### 6. Maintenance Management

- + Staffing Levels
- + Efficiency & Effectiveness

- + Dye Management Group, Inc Management Review of Construction & Maintenance: Presented to JLAC 9/98; Department taking action to implement recommendations

### 7. Project Design Standards

- + Delivery of projects within scope & budget
- + Is ODOT over-designing projects?
- + Is Design management effective & efficient?
- + Quality of ODOT staff designs vs. contracting out
- + Efforts to economically & competitively procure architectural & engineering professional services

- + Dye Management Group, Inc Management Review of Construction & Maintenance: Presented to JLAC 9/98; Department taking action to implement recommendations

### 8. Cost Responsibility Study

- + Determination of tax rates for Light vehicles (cars) and heavy vehicles (trucks):

- + Responsibility moved to DAS, Office of Economic Analysis: Leading Oregon Cost Allocation Study Review Team: Contract awarded to Cambridge Systematics, Inc to prepare Report by March 1999.

## 1999 Transportation-Related Legislative Measures

1. HB 2081 - AOC Gas Tax Bill
  - 2 cents January 2000
  - 2 cents January 2001
  - \$10 vehicle registration fee/year
  - Includes Eastern Oregon Forest County Safety Net @ \$3 million
  - Includes the 4 High Growth County \$10/year vehicle registration increase
  
2. HB 2082 - AOI 6 cent Gas Tax Bill
  - 3 cents January 2000
  - 3 cents September 2001
  - Requires repeal of the second 3 cents if ODOT doesn't perform
  - includes undefined truck tax
  - \$5 vehicle registration fee per year
  
3. HB 2478 - ODOT Accountability Act
  - Requires ODOT to submit a "Highway Plan" with their budget which identifies projects, costs, schedules, etc. by the following categories:
    - Bridges
    - Emergency Relief
    - Highway Planning
    - Highway Safety
    - Maintenance
    - Modernization
    - Operations
    - Payments to local governments
    - Preservation
    - Special Programs
  
  - Requires the Legislature to establish spending limits by the above categories with the ability to shift between categories +/- 5%
  - Allows spending on projects defined in the "Highway Plan;" if the project is not in the "Highway Plan" ODOT must notify the Legislature (or E-Board)
  - Requires quarterly progress reporting
  
4. SB 86 - Creates property access to state highway as legal right
  - Any deed that specifies access to the state highway shall have the right of access for full turning movements

- Any limitation of access (such as the number of driveways or right-in, right-out) must be purchased or otherwise negotiated
5. SB 92 - Prohibits ODOT from denying property access
    - ODOT may not deny a property owner access to property abutting a state highway; except I-5
  6. SB 95 - Requires state agencies to submit intergovernmental and international agreements to the Legislature
    - Requires state agencies to submit agreements to the President of the Senate and Speaker of the House 60 days prior to their effective date
  7. SB 96 - Prohibits ODOT from appealing land use decisions
    - ODOT would not have “standing” to file or intervene in an appeal of a land use decision
  8. Various transit funding bills:
    - A. Governor’s Budget:
      - \$14 million General Fund for High Speed Rail and Inter-city bus connections
      - \$10 million STP and \$10 million General fund for Special Needs Transit
    - B. Area Agency on Aging Sponsored bill for Special Needs Transit
      - \$10 million General Fund and \$10 million STP and 2 cent cigarette tax (existing); and
      - 40% of tobacco settlement payments; or
      - 10 cent added cigarette tax
    - C. Senator Shannon bill:
      - \$20 million from General Fund for Special Needs Transit
  9. Various proposals to split up ODOT (not yet filed except to split off Aviation)
  10. HJR 1 – Referral to voters of a Constitutional Amendment to:
    - Allow highway trust fund to be spent for state police and transit
    - Up to a 5% cap

## 11. Governor's Livability Fund

- \$40 million Lottery bonds for sewer, water and community infrastructure
- \$5 million for Affordable Housing
- \$25 million Lottery bonds to rebuild urban centers
- \$20 million in revenue bonds to buy highway rights-of-way
- \$30 million in revenue bonds for secondary streets to enable drivers to avoid heavily traveled roads

## 12. LC 2782 - Creates I-5/I-205 Corridor Improvement Fund

- Commits a share (amount to be determined) of income taxes paid by Clark County residents for an I-5/I-205 improvement fund
- Authorizes funds to be spent on capital and maintenance cost to serve Clark County traffic, provide alternative or mitigate traffic impacts

## 13. No Bill Number - New Vehicle Titling Fee

- Requires a \$200.00 fee to title new cars added to the statewide fleet

## 14. HB 2197 - Authorizes ODOT to back \$10 million of loans from the state Infrastructure Bank for projects sponsored by local government

## 15. HB 2203 - Authorizes ODOT to count toward the requirement to spend 2 cents of the state gas tax on Modernization use of Federal Highway funds.

## Proposed Criteria to Evaluate Legislative Proposals

1. Reinforce federal transportation legislation, including policies sought by the region or which the region must comply with, such as:
  - a. Federal funding flexibility to allow transportation decisions to select the most cost-effective improvement regardless of mode or jurisdictional responsibility.
  - b. Coordinated decision-making by state, regional and local governments through the metropolitan planning organization
  - c. Joint state/MPO selection of projects for funding with federal funds
  - d. Requirement to implement transportation improvements consistent with locally adopted, federally approved air quality plan
  - e. Retention of transportation funding programs for air quality projects (CMAQ) and for Transportation Enhancements



2. Reinforce the recognition of the link between transportation investments and land use patterns, including:
  - a. where growth is directed to
  - b. the urban form that either supports or inhibits the use of alternative modes
  - c. the impact of transportation projects and traffic growth on neighborhoods
  - d. the importance of supporting the economic needs of the region, especially to move freight
  
3. Reinforce the importance of developing a regional consensus on transportation, in recognition of:
  - a. the multi-jurisdictional nature of transportation needs and projects
  - b. the impact of one jurisdiction on another's transportation system
  - c. the impact of different modes on one another
  - d. the need to integrate funding decisions between modes
  - e. the need for regional agreement on state and federal priorities
  - f. the impact of local land use decisions on transportation performance