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**METRO**

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**
Date: JUNE 17, 1999
Day: THURSDAY
Time: 7:30 A.M.
Place: METRO, CONFERENCE ROOM 370A-B

1. MEETING REPORTS OF APRIL 28, MAY 4 AND MAY 13, 1999 - APPROVAL REQUESTED.*
2. RESOLUTION NO. 99-2795 - AMENDING THE FY '00 UNIFIED WORK PROGRAM TO ADD THE SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO AUTHORIZE FY '99 SURFACE TRANSPORTATION PROGRAM (STP) FUNDS - APPROVAL REQUESTED - Richard Brandman.*
3. RESOLUTION NO. 99-2806 - AMENDING THE LOCALLY PREFERRED STRATEGY FOR THE SOUTH/NORTH LIGHT RAIL PROJECT TO DEFINE THE INTERSTATE MAX PROJECT AS THE FIRST CONSTRUCTION SEGMENT AND TO AMEND THE FY 2000 UNIFIED WORK PROGRAM - APPROVAL REQUESTED - Richard Brandman, Metro; Neil McFarlane, Tri-Met.*
4. RESOLUTION NO. 99-2804 - ENDORSING THE INTERSTATE MAX LIGHT RAIL TRANSIT PROJECT AND SOUTH CORRIDOR FINANCING STRATEGY AND AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM - APPROVAL REQUESTED - Councilor Kvistad/Richard Brandman.*
5. RESOLUTION NO. 99-2799 - AMENDING THE FY 98 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM TRI-MET'S PORTLAND REGIONAL JOB ACCESS PLAN (WELFARE TO WORK) - APPROVAL REQUESTED - Andy Cotugno.*
6. RECOMMENDATION FROM TPAC TO REQUEST LOCAL GOVERNMENTS TO ASSIST WITH DEQ CLEAN AIR ACTION DAYS - Nina DeConcini.*
7. INTRODUCTION OF RESOLUTION TO BE CONSIDERED AT THE JULY 8 JPACT MEETING TO RELEASE THE RTP UPDATE FOR PUBLIC COMMENT - Andy Cotugno.*#

Material enclosed.

#Available at meeting.

**METRO POLICY ADVISORY (MPAC)/JOINT POLICY ADVISORY COMMITTEE ON
TRANSPORTATION (JPACT) WORK SESSION**

April 28, 1999 Meeting 5:00 PM

Metro Regional Center, Council Chambers

MPAC Members Present: Chair Lou Ogden, Bill Atherton, Charles Becker, Dick Benner, Andy Duyck, Gordon Faber, Carol Gearin, Jeff Grover, Charlie Hales, Delna Jones, Michael Jordan, Richard Kidd (alt.), Chris Lassen (alt.), Scott Leeding, Tom Lowrey, Susan McLain, Lisa Naito, Doug Neeley, Rod Park, Rebecca Read, David Ripma, Dan Saltzman, Jill Thorn, Jim Zehren.

JPACT Members Present: David Bragdon, Fred Hansen, Bill Kennemer, Jim Kight, Dean Lookingbill (alt.), Craig Pridemore, Karl Rohde, Bob Stacey (alt.), Kay Van Sickle, Ed Washington.

Also Present: GB Arrington, Tri-Met; Jim Crumley, City of Happy Valley; Brent Curtis, Washington County; Norm Eder, Conkling, Fiskum, McCormick; John Gillam, City of Portland; Jessica Hamilton, Representative Wu's Office; Jim Howell, Aorta; Rob Kappa, City of Milwaukie; John Leeper, Washington County Citizen; Mike McKeever, McKeever/Morris; Fred Nussbaum, Aorta; John Rist, Clackamas County; Richard Ross, City of Gresham; Rod Sandoz, Clackamas County; Karen Schilling, Multnomah County; Paul Silver, City of Wilsonville; Ted Spence, Citizen; Thane Tienson, Copeland, Landye; Tom Vander Zanden, Clackamas County; Marc Zolten, City of Portland. Metro Staff Present: Dan Cooper, Andy Cotugno, Tom Kloster, Lisa Lister, Mark Turpel, Kim White, Elaine Wilkerson. Other visitors were present.

1. CALL TO ORDER

MPAC Chair Lou Ogden called the meeting to order at 5:00 PM.

2. CONSENT AGENDA - 8/12/98 MPAC/JPACT MINUTES

Motion #1	Gordon Faber moved approval of the consent agenda. Scott Leeding seconded the motion
Discussion	none
Vote #1	The motion passed unanimously.

3. INTRODUCTION

Andy Cotugno presented a brief overview of the Regional Transportation Plan (RTP), including summarizing the Quick Facts from the agenda packet and the adoption timeline (see yellow hand-out).

4. ROUND 2 RTP ANALYSIS

Tom Kloster provided a brief overview of Round 2 modeling and analysis. He commented that one of the 2040 lessons learned in Round 1 was that congestion is caused by sprawl, the cost of sprawl, the value of building compact centers throughout the region, and protecting both industry and nature. He said they applied these basic principles in their policy update. He said the Systems Developments are based upon the following criteria: consensus based, all roads multi-modal, serve centers first, add capacity last. He then said the different parts of the region have different issues and needs and summarized some of the major issues and conclusions for each subarea, as taken from the two rounds of analysis (below).

Portland:

- Radial urban freeways congested
- SE streets congested
- Transit a critical need
- Traffic calming important

East Multnomah County

- Mt. Hood Parkway (interim plan)
- Gateway congestion
- Impacts from urban reserves
- Powell Blvd. upgrades

Clackamas County:

- Impact of urban reserves
- I-205 corridor
- 99E-Hwy 224 corridor
- Beaver Creek urban reserves

Washington County

- TV Hwy
- Hwy 217 improvements and commuter rail
- I-5 South and the valley
- Tualatin-Sherwood connection

State and Regional Access to Ports

- I-205 improvements
- NE Portland Hwy
- Connections to Rivergate and PDX

Scott Leeding said one of the slides noted that they looked at urban sprawl and congestion in their analysis. He asked for more specific information. Tom Kloster said they had different scenarios for 2040 and one was to spread out as far as needed at current density to accommodate growth. He said that scenario had the most congestion on the system overall, trying to get workers to jobs and services. He said one of the key points of 2040 was does sprawl increase or reduce congestion and their analysis says it increases congestion. Scott Leeding said that seems to invite the need and desire for more employment closer to the new urban reserves. Tom

Kloster said they have assumed that and many of the town and regional centers are in those areas. He said the projects are heavily aimed at centers and employment areas.

Gordon Faber said there was no reference to a western bypass in the RTP. Andy Cotugno said there is no western bypass in this RTP analysis. He said there is however, based on the recommendations that came out of the western bypass study, a very important role that Highway 217 plays. He said they are calling for consideration of a variety of options in that corridor, e.g. HOV lanes, express lanes, or paid lanes. He said the main point is that without a western bypass, major upgrades in that corridor are important.

5. POLICY IMPLICATIONS

Tom Kloster said some of the policy recommendations they were making would be quite a change for the region. He said possibly the most controversial is to propose a more congested peak period level of service (LOS) than the free flowing LOS D, in some areas. He said there are a series of radial freeways coming out of the central city that are very congested during peak hours. He said they would all have six lanes and high capacity transit and they are, therefore, proposing the same standard as for the central city itself, rather than further widening the highways. He said the congestion proposed is a realistic condition during peak hours. He reviewed the proposed regional highways LOS, as well as other policy considerations (below).

Proposed for F/E

- I-5 N to the Interstate Bridge
- Banfield to I-205
- Sunset to Sylvan
- McLoughlin to Milwaukie

Proposed for E/E

- I-5 S to Terwilliger
- Hwy 224 to I-205

Tom Kloster said the following transit expansions are part of their plan proposal:

- Critical along congested regional highway corridors
- Aggressive solutions along McLoughlin, I-5 N and I-5/Barbur
- Rapid and frequent busses needed in several corridors
- Expanded coverage needed

He said there are two additional sets of policy issues to be considered:

Leveraging 2040

- RTP relies on local plans to implement 2040 (state transportation planning rule will require local jurisdictions to incorporate RTP policies and projects within a year of adoption this fall)
- Continued emphasis on centers including parking, non-auto modes, financial priorities
- Balancing reinvestment in urban areas with new investment in urban reserves

Land Use Implications

- Need for additional coordination where transportation can help shape future growth
- More detailed planning requirements for urban reserves to ensure orderly development
- Jobs/housing imbalance in Clark and Clackamas counties continue to affect land use and transportation in Oregon
- Willamette Valley growth increasingly affecting transportation in southern portion of Metro area

Bill Atherton asked if they analyzed lane limitations and HOV lanes. Tom Kloster said they analyzed express lanes on Highway 217 and I-205 that could only be accessed and exited at certain points. He said they looked at adding two additional lanes to Highway 217 that could only be accessed from Highway 213, the Sunrise interchange, or just north of I-84. He said the idea was to design capacity to move a longer distance. Bill Atherton asked if the same type of analysis was done for SE streets. Tom Kloster said they did not try it in the SE streets, with the exception of Foster going out to Damascus and Powell out to 52nd. He said in that case they proposed rapid bus, a bus with its own right-of-way.

Bill Kennemer said there may be a problem when they talk about the housing imbalance in Clackamas County and a policy to increase congestion and are making an assumption that all those people have to travel across the region to work. He said he doesn't think those things fit.

Michael Jordan asked if they had done any modeling other than the current boundary and reserves. He asked if they had done more free-thinking about where the growth would occur and how it would impact these systems. Tom Kloster said no, not since they did the 2040 modeling.

Tom Kloster said he wanted to address the issue of the jobs/housing balance. He said they mostly focused on peak hour congestion, in terms of looking at the congestion impact. He said there is an issue about how far into the day the congestion is spread. Michael Jordan asked for clarification as to whether he was making a policy suggestion that the realities of transportation might drive the decisions around 2040. Tom Kloster said the model is not policy, it is just a tool to look at how things are working. He said they are saying they have done a lot of modeling of I-205, 99E and the 224 corridor and they think the improvements proposed for I-205 work but 99E and 224 have to rely on transit improvements and there is only so much you can do during the peak periods. He said the policy issue there is whether that is acceptable or do you try to build an eight-lane freeway along McLoughlin. Andy Cotugno said they don't have a policy to encourage congestion, but have a policy issue to acknowledge that we can't build our way out of congestion without ten lane freeways. He said the plan they propose acknowledges growth in Clackamas County would result in an hour of congestion. He said we have a dilemma of adding capacity to the I-205 corridor that makes it easier to live in Clackamas County and work in other counties. He said we need I-205 to work for other broader economic reasons for the region as a whole, but this may make it harder to attract jobs to Clackamas County. He said they need to double up other efforts to attract jobs to Clackamas County to counter that imbalance.

Chris Lassen asked if there has been any consideration given to reversing lanes. Andy Cotugno said they looked at that in detail on I-5 South but have found that it causes more congestion in

the opposite direction than it fixes in the peak direction. Tom Kloster said you don't really see one directional commuting until you get to the edge.

Jim Zehren asked what the modeling assumes about demand management. Andy Cotugno said it assumes a lot. He said they have parking limitations throughout the region based on the parking ratios adopted, a high level of transit accompanied with reduced transit fares and have assumed better mixed use and higher density street connections in the center that increases the pedestrian component. Jim Zehren asked if they did any modeling with freeway congestion pricing. Andy Cotugno said not in this, but they are wrapping up a congestion pricing study where they have examined many options in the major freeway corridors. He said the best option for public acceptance is to add a lane and price it rather than pricing existing freeway lanes.

Dick Benner asked what effect the model would show on congestion if it were possible to reallocate 20,000 housing units from Clackamas County to Washington County and 20,000 jobs from Washington County to Clackamas County. Tom Kloster said he thinks they are already caught up on the housing side, but to catch up with employment in Clackamas County is harder and would have a greater impact. Dick Benner asked if they think there is anything they can do from a land use perspective to redress the jobs imbalance in Clackamas County. Tom Kloster said they have done a lot. He said they have assumed substantial town centers, a substantial industrial area and a substantial amount of industry in the Beavercreek area. He said they are at a very small base and can only add so much and even then it does not keep up with the expected employment growth that will happen in the other two counties. He said he believes the Growth Management Department's recommendation is that we've maxed out the flat land that would be attractive to industry in Clackamas County, as far as what is in the urban reserves and urban area.

Delna Jones asked what the current congestion level is on 217 and 26. Andy Cotugno said they are at the F/E level on 217 and past that level on the Sunset. Gene Grant asked what the F/E goal translates into for average speed. Andy Cotugno said F is stop and go traffic during an hour and E is an average of 20-30 MPH. Delna Jones asked what that does to our air quality. Tom Kloster said more congestion is worse for air quality. Chair Ogden asked how that level of service policy impacts our air quality maintenance plan. Andy Cotugno said the air quality attainment work done to date is for a ten-year period and they are forecasted to maintain that plan with this congestion level, although it stays close to the edge.

6. FINANCIAL IMPLICATIONS

Andy Cotugno presented the following information regarding financial issues affecting the RTP:

Operations and Maintenance

- Includes larger system to maintain (first priority for transportation dollars has to be maintenance of existing systems)
- System is aging; 1960s and 70s highways approaching design life
- Revenue is losing ground to inflation, fuel efficiency
- Transit revenue keeps pace with inflation, but not growth

Costs of Growth

- Drives need to expand system
- Managing growth requires new revenue and new funding sources
- Quality of life threatened by growth

Leveraging 2040

- Compact growth maximizes transportation benefits
- Need added resources to accomplish 2040

Existing Resources

- Existing infrastructure not maintained or deteriorating
- Unacceptable levels of congestion
- 2040 implemented only in select areas with existing infrastructure
- Growth pressure outside Metro area increases

Andy Cotugno said they have identified two different levels to shoot for (below).

Strategic Plan (priorities and accomplishable)

- A system we can "live with"
- Meets intent of most federal, state and local requirements, performance measures
- Requires additional funds

Preferred Plan

- Maintains current quality
- Meets all requirements, measures
- Requires more additional funds

He said the other option is the current path strategy.

Current Path Strategy

- Relies on existing funding sources
- Reduces tax burden over time (because of erosion due to inflation)
- Virtually all funds eventually required for operations and maintenance

7. NEXT STEPS: FUNDING SCENARIOS AND DISCUSSION

Andy Cotugno referred the committee to the What You Do chart (see white hand-out) and summarized the information. He said the preferred plan requires the equivalent of an approximately five cents tax increase per year.

Financial Choices

- Increase transportation to meet need
 - broad-based sources
 - user-based sources

--growth-based sources

- Don't increase revenue and scale back strategic system

Andy Cotugno said the crux of the issue is do we want to live with what we have or try to move forward and raise the funds to get us there; and, if so, what is the right mix of sources.

Doug Neeley asked if they considered assessing a tax on people from outside the state who are employed in the Metro area. Andy Cotugno answered no.

Carl Rohde asked if the modeling has considered a consistent or scaled back level of fuel consumption. He also asked if they have modeled or considered what a VMT tax would generate. Andy Cotugno said the revenue base is based on forecasted statewide vehicle miles traveled, which is expected to grow at a rate roughly equal to population. Fred Hansen said VMT generally grows faster than growth. Andy Cotugno said they have not modeled a VMT tax. Fred Hansen said he believes DEQ has done the equivalent.

Delna Jones asked if the gas tax amount is the amount of money that comes to the region or an amount statewide, using the current formula, that would come to the region. Andy Cotugno said it is the latter. Delna Jones said it is not then purely four cents for the region. She said they are talking about 1.5 cents of the four cents. Andy Cotugno said the amount of tax would be approximately the same if we take our percentage from the state or do it ourselves. He said what we would lose doing it on our own is the truck component.

Bill Atherton asked if they modeled what would happen to the forecast of need if growth paid its own way. Andy Cotugno said they don't know what SDCs would have to be to finance this. Lisa Naito said a smarter way is to look at vehicle use, perhaps through vehicle registration fees, because growth does not cause all needed improvements to the transportation plan.

Chair Ogden said the concept of 4 cents per year for twenty years is not likely and asked if there are reasonable expectations for funding sources modeled? Andy Cotugno said no. Michael Jordan said the scenarios are simply that and are intended to give us the idea of the scale of need in understandable terms. He said a much more free-thinking look at revenue is called for and he thinks that is part of the task of the funding subcommittee.

Chris Lassen suggested they consider delivery charges; e.g. collect a 1% use fee dedicated to transportation on delivered products.

Susan McLain said the preferred system meets all regional and state performance goals and would require about 4.7 billion in road funds. She said it could go as high as 15 billion. She said one of the things she hopes to get out of this conversation is to know if there is still a commitment to 2040 from the people who sit in these seats today. Chair Ogden said that is critical. Chair Ogden said it is important that they revisit the assumptions that went into the RTP, in light of the 10 billion dollar difference. Susan McLain said the only way they are going to be able to have a conversation with the public about funding is to be able to say this is what you have said you want in the way of service.

Rod Monroe said the gas tax will become obsolete as a funding mechanism for highways; it's just a matter of when. He said they need to anticipate that now and try to put pressure on alternate ways of funding highways. Chair Ogden said not only will the gas tax become obsolete, but this is too heavy of a burden for one funding source to bear.

Lisa Naito said it is critical to start thinking about ways of funding that capture the growth concept they are trying to promote, through such things as VMT charges.

Chair Ogden said his concern is what do the areas in the region look like in ten years if they are unable to accomplish the RTP. He asked at what point you put some conditions on it.

Bill Kennemer said they aren't functioning in Clackamas County as it is and asked why they would make it worse. He said it is a regional question.

Kay Van Sickle said they aren't even keeping up with maintenance and preservation right now and doesn't know how they transition that into the policies they are talking about here. She said she is concerned about the ground we are losing right now and how we keep up and then go forward with these plans.

Chair Ogden said maybe there is a policy decision that needs to say the limited dollars we have are prioritized to go to the areas in which we are forcing growth to occur.

Gene Grant said the public in the Rock Creek area is very anxious to not have development occur until transportation and infrastructure are accounted for. He said it needs to be written into the comprehensive plan for the area that no permits will be allowed until the public facilities funding strategy is in place.

Fred Hansen said they need to split apart the inflation factor from the additional costs. He said at least part of the problem would go away if whatever the funding mechanism is would be able to at least get to inflation. He said accounting for inflation should automatically be built in and then it would seem less daunting to tackle the rest.

Susan McLain asked when we are going to stop waiting for a state solution and start putting together new, creative, innovative ideas. She said they need to be bold and acknowledge that this region can't wait any longer.

Charles Becker said he does not hear any solution that says let economic development help pay for this since that is why the demand is occurring. He asked why they aren't going to industry to get solutions or revenue to build the infrastructure that is so important for us to maintain economic vitality. Lisa Naito said they can't just limit that conversation to new growth. She said we may be looking at a declining economic impact in our region.

Dick Benner said we need to look at what we have done to ourselves to make our financial situation much more difficult than other states.

Gordon Faber said transportation will always lag behind growth. He said they have to become courageous and inventive enough to try and solve transportation problems. He said he does not understand why electors keep electing the same people that have not dealt with these issues. Delna Jones said people need to see the correlation between what they pay and what they get.

Kay Van Sickle said she is concerned because she is starting to see an anti-transit sentiment in the Legislature.

Chair Ogden said he is at a loss to know what policy decisions this group is able to bring to bear to help solve the problems they have addressed. He asked how they drive their existing funding decisions, with what little money they do have, relative to 2040. He said he does not see the connection very well and has not heard any conversation about where in the region to direct the money, based upon suggested growth. He also asked how they prioritize the money they have on transit versus roads. He asked which one they advance faster and at what rate. He said those are the types of policy discussions they need to have. He said that is what he would like to see the joint meetings get towards at some point in time.

Andy Cotugno said he needs help knowing how to proceed. He asked if there is stuff they need to be bringing back to advance this discussion and if they want to have another joint meeting in the future.

Susan McLain said the one thing she tried to forward is that this group should reassess that this is the way they want to go with the transportation/land use connection. She also asked where in the last \$75 million did they forward that land use/transportation connection and how do they do more of it.

Dick Benner said he would like to see a comparison of transportation costs of the base case and the growth concept for each possible element. He suggested doing a chart or matrix so a person could see that the growth concept probably turns out to be far less expensive. He said that does not get the money but it at least conveys the message that the vision they have been working on is the right choice for a lot of reasons, not the least of which is that it costs much less.

Bill Atherton suggested they use growth-based revenue sources to pay for the costs associated with growth, use the user-based sources for broad projects and big system expansions and the broad-based sources for maintenance.

Fred Hansen said we have to be able to connect the dots in relationship to our citizens about what the problem is, what the elements are of that problem and why it relates to them. He said once they have done that, the ability to be able to talk about revenue sources will come. He said they have to be able to connect this to people's long-term livability, economic activity and quality of life.

Rod Monroe said they must go forward with the RTP with determination of what needs to be done, what will work, and balancing a transportation system that will meet the needs of a growing region. He said they have to go forward with it and do the planning, even though they

do not know how they will pay for it. He said ultimately the voters will have to pay in some way for the transportation needs of this region.

Chair Ogden asked if there is a need for a future joint meeting and, if so, what are the issues they want to get out of that meeting and what do they want to accomplish.

The meeting was adjourned at 7:10 PM.

MEETING REPORT
JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
AND METRO COUNCIL TRANSPORTATION PLANNING COMMITTEE
PUBLIC HEARING
MAY 4, 1999
5:30 P.M.

Committee members in attendance were as follows: Chair Jon Kvistad; Bill Atherton, David Bragdon, Rod Park and Ed Washington; Metro Council; Bob Stacey, Tri-Met; Kay Van Sickle, ODOT; Lou Ogden, Cities of Washington County; Roy Rogers, Washington County; Charlie Hales, City of Portland; and Dave Lohman, Port of Portland.

The joint JPACT/Metro Council Transportation Planning Committee meeting was convened by Chair Jon Kvistad on May 4, 1999 at 5:30 p.m. in the Council Chamber. He explained the three-minute process for testimony, that testimony would be given in the order of sign-up, and that Metro policy extends the courtesy of speaking first to elected officials. He encouraged written testimony, noting that committee members would receive a copy for the record. He asked those in attendance to feel welcome to submit testimony for this second round but asked that they also recognize that there are others who have not given testimony previously.

John F. Williams, Jr., Mayor of Oregon City (1176 Sunny Lane, Oregon City), testified that he understood there were limited resources for the projects in question. He cited the importance of the Highway 213/Beavercreek Road project and the fact that it is an upgrade needed to mitigate safety problems. He noted that Oregon City is No. 1 in the state for accidental deaths, commenting that it is not safe for autos or pedestrians. Mayor Williams also cited the need for better access through that corridor. Also noted was the fact that, when the state built that intersection, they built a culvert that cut the Steelhead off, which would be corrected by this project. Mayor Williams reported that the project is supported by ODOT, Clackamas County, and Oregon City.

George Kosboth (1114 Washington Street, Oregon City 97045), provided testimony as a member of Oregon City's Transportation System Plan Citizens Advisory Committee. The request expressed support of funding the Highway 213/Beavercreek Road project, noting that ODOT, Clackamas County and Oregon City are partnering to make that intersection a safer and more livable level of service. Mr. Kosboth noted that Highway 213 is designated as a Principal Arterial, a road connector for the freight industry, and serves as a regional bike route. The project is intended to mitigate safety problems for both motorists and pedestrians on an existing regional connector.

Debbie Watkins (13290 Clairmont Way, Oregon City), testified as an Oregon City resident concerned about Highway 213/Beavercreek Road traffic since that intersection reached capacity several years ago. Oregon City is seeking pedestrian-friendly streets and, without the Highway 213/Beavercreek Road improvements, it won't be possible. Debbie noted that few transit options exist in Oregon City and that the city operates a shuttle between an outlying parking lot and downtown Oregon City via McLoughlin Boulevard. Oregon City is working toward local

transportation improvements that would meet the 2040 goals and are focusing on sidewalk improvements and multi-modal mobility to help their local transportation system.

Nancy Kraushaar, Senior Engineer for the City of Oregon City (320 Warner Milne Road, Oregon City 97045), testified that there is a severe traffic safety problem at the Highway 213/Beavercreek Road intersection in Oregon City. It operates at level-of-service F, there are no sidewalks, and it serves as a key connection for local, commercial and pedestrian traffic. Nancy cited the need to address the safety problem and spoke in support of funding the Highway 213/Beavercreek Road project. She noted that the Highway 213 Corridor Study is underway with Metro, ODOT and Oregon City. She pointed out that it is a regional corridor and spoke of its worth as an investment for the region.

John A. Leuthauser, Council President of the City of Gresham (1333 NW Eastman Parkway, Gresham, 97030), presented a letter under the signature of Mayor Becker recommending funding support for the following six East County needs: the Division Street Boulevard project, the Stark Street Boulevard project, the Gresham/Fairview Trail project, Phase 3 of the Gresham/Multnomah County ITS project, the 223rd Railroad Overcrossing project, and the 207th Avenue Connector project. He asked for consideration for adding \$800,000 back onto the 100 percent draft list. He noted that the Civic Neighborhood is almost into construction and is in compliance with the 2040 plan.

Suzanne Short Crandall, Gresham Downtown Development Association (323 NE Roberts, Gresham 97030), testified that the association is supportive of Metro's 2040 Growth Concept Plan and that Gresham's downtown is a fine example of transit-oriented development. She spoke of the major arterials surrounding Gresham that help you get past Gresham rather than to its downtown. Speaking in support of the Division Street Boulevard project, Ms. Crandall noted that it could change the look and feel of the street, make it safer for pedestrians, and provide a gateway while beautifying the area. She felt it was the type of enhancement that was good for the entire community and supported by developers of the Civic Neighborhood. Gresham would like to fund the project for \$2.8 million.

Doug Farrell, Chair of the Rockwood Public Safety Group, testified in support of funding the Stark Street Boulevard project. He reported that it is the leading corridor in the metropolitan area for pedestrian/vehicular accidents. He spoke of confusion and chaos in that area and cited the need for better management so that citizens can travel in greater safety. Mr. Farrell asked that it be considered a top priority for the good of traffic, business, and pedestrians in the area.

Roger Vonderharr, Mayor of Fairview (180 2nd Street, Fairview 97024), testified in support of funding the engineering study required for widening of the Railroad crossing at 223rd Avenue and to support the necessary purchase of right-of-way. The Railroad is looking at doing something with their overpass and may change to two tracks and increase the weight of cars they are using. Mayor Vonderharr reported that both of the 223rd bridges were designed for Model T's and that some Tri-Met buses have bounced off the sides. One of their top priorities is along 223rd and this project would provide access to Blue Lake Park and the 40-mile loop. He also

noted the Columbia Corridor Association's interest in the project and how the road system impacts commerce.

Mayor Vonderharr noted that the improvements are need for the City of Fairview to meet its 2040 goals. The majority of industrial lands are located north of the freeway and have very little access. Housing along Sandy Boulevard will use that access as well. Also noted was the matter of safety for pedestrians and cyclists along that strip. In addition, a retail center, planned for over a period of 15 years, would be served by this improvement. Fairview has not been able to develop industrially because of this needed improvement.

Ken Quinby, Fairview City Councilor (300 Harrison, Fairview), testified as a citizen of the area. He commented on the several hundred new homes built on the north side of Sandy and I-84 and the fact that 223rd has been designated a through truck route by ODOT. He spoke of the lack of sidewalks there owing to the lack of space, the number of people towing boats in that vicinity because of Chinook Landing, and the fact that it is an extremely narrow roadway. He felt it would be a good start if funding were allocated for purchase of the right-of-way and the means to do an engineering study.

Eddie Campbell, speaking on behalf of Multnomah County Commissioner Bev Stein (1120 SW Fifth Avenue, Portland 97204), was supportive of the recommendations with modifications. The 207th Avenue Connector project is Multnomah County's top funding priority. On behalf of Bev Stein, he asked for support of all Multnomah County projects currently on the 100 percent list, including the Willamette River Bridges and East County projects, and the Capital Highway Bertha/Beaverton-Hillsdale Highway pedestrian project in the City of Portland. Two other projects recommended for an add-on included \$800,000 for completion of the Division Street Boulevard project and \$125,000 for right-of-way acquisition on the 223rd Avenue Railroad overcrossing.

Scott Rice, Cornelius City Councilor (PO Box 608, Cornelius), testified in support of funding the Main Street/10th/20th project in Cornelius. He noted that it will complete the first phase of a four-phase project.

John Greiner, Cornelius City Manager (PO Box 608, Cornelius), testified in support of funding the Main Street/10th/20th project in Cornelius. His comments related to the fact that it is a multi-modal project and that there are private funds also committed to the project.

Bob Akers, representing the 40-Mile Loop Land Trust (1038 SE 224th, Gresham), testified in support of recreational and bike trails throughout the Metro area. He spoke of a recent trip to California where he compared recreational trails in contrast to those in our state. He spoke of having many beautiful trails in our region with a lot of dead-ends. Mr. Akers cited the need of getting people out of their cars and into another mode that doesn't produce air pollution.

Wally Hobson, Hobson Johnson & Associates, Real Estate Economists (610 SW Alder, Suite 910, Portland 97205), was supportive of the TOD Implementation Program, citing his

commitment to urban mixed use and development of TODs. He noted that he has done market analysis and programming for such developments and that his focus is on economics. He noted that TODs involve more costs for infrastructure and open space and that structured parking is essential to creating higher density, and these requirements create a need for higher rent. He felt the public needs to provide a subsidy if they want to make these high density developments outside the Central City.

Tom Braden, Rodda Paint (6124 N. Marine Drive, Portland), was supportive of additional funding for the Marine Drive widening project (PF2). His comments centered on the safety issue affecting the various industrial facilities located there. He spoke of the heavy truck traffic and the increased use of rail into the Rivergate district. He also spoke of the Bybee/Smith Lake facility and its preservation needs.

Kathy Gill, Columbia Sportswear (Marine Drive, Portland), was supportive of additional funding for the Marine Drive widening project (PF2) which is vital to the businesses along Marine Drive. Issues to be addressed include improved safety for affected businesses, bike/pedestrian needs and to balance business and freight needs with protection of Smith and Bybee Lakes. She asked that \$1.7 million in funds be added back into the project.

Ann Witsil, representing the I-405 Gateway Committee and Neighbors West/Northwest (1627 NW 32nd, Portland 97210) indicated her testimony represented that of a coalition of neighborhoods and businesses who support the Transportation Enhancement Program for the I-405 landscape and beautification project (Fremont to Marquam Bridges). It is a project that enhances bicycle, pedestrian and alternative transportation modes accessing Portland and has strong communitywide support. The project's planning effort has been coordinated through ODOT Regional Managers, City officials, community and business associations and related transportation citizen task forces and was developed through a grassroots effort.

Nanette Watson, Willamette Valley Development (PO Box 458, Portland 97207), testified in support of the TOD Program and her work as a developer in regard to the Madison project. She noted that she is a 2040 developer and an environmentalist, citing the difficulties of TOD developments in terms of parking and financing and the need to make them work.

Dick Schouten, West Beaverton Neighborhood Advisory Committee, testified that many in Washington County are unhappy with the overbuilt roads, citing the Farmington Road project as having been built too big. He reported that there are 13 neighborhood associations in the city of Beaverton, one of which has worked hard on the Davis/Allen connection. He felt that the Washington County Coordinating Committee was actually a secret organization and questioned how well they represent the people in Washington County. He was not supportive of the Murray Boulevard project near Milikan Way and reportedly had never experience bottlenecks on that strip. He felt that project could be cut from the list of MTIP projects.

Jay Mower, representing the Columbia Slough Watershed Council (7040 NE 47th, Portland), spoke on behalf of the NE 47th Avenue Bridge Transportation Enhancement project. He

indicated he was serving as coordinator for the Columbia Slough project and his testimonial included a letter citing the benefits of significantly improving water quality by replacing undersized culverts with a span bridge; increasing public access to the Columbia Slough from Whitaker Ponds, a Metro open space site next to 47th Avenue; increasing pedestrian and bike safety on busy 47th Avenue; and leveraging \$250,000 to generate a \$600,000 match. The key factors affecting this development include water quality, public access, pedestrian and bike safety, and the generation of a \$600,000 match (high leverage). In connection with this project, an attachment was included on the Whitaker Ponds Learning Center on NE 47th Avenue. The Learning Center serves as a facility to teach students how to protect the environment, restoration events, and for neighborhood meetings.

A letter, under the signature of Helen Sherman Cohen (3264 NE 158th Avenue, Portland 97230), was submitted for the record in support of funding the NE 47th Avenue Transportation Enhancement project that would benefit water quality by replacing undersized culverts with a span bridge; increase public access to the Columbia Slough from Whitaker Ponds, increase pedestrian and bike safety on busy 47th Avenue, and generate a \$600,000 match from a \$250,000 allocation, a very high leverage of funds.

A letter, under the signature of State Senator Avel L. Gordly, provided testimony in support of funding the NE 47th Street Bridge Enhancement project. The benefit noted included water quality improvement in the Columbia Slough, initial safety improvements to NE 47th, enhanced recreational opportunities adjacent to Metro Greenspaces property (Whitaker Ponds), and the leveraging of \$600,000 of match.

A letter, under the signature of State Representative Jo Ann Bowman (House of Representatives, District 19, Salem 97310), provided testimony in support of funding the 47th Avenue Bridge Transportation Enhancement project. Benefits cited include water quality improvements for the Columbia Slough, safety improvements to NE 47th Avenue, the availability of matching monies in the amount of \$600,000, and enhanced recreational opportunities to the adjacent Greenspaces property (Whitaker Ponds).

Henry (Hal) Day, 4818 NE 50th Place, Portland) testified in support of the 47th Avenue Transportation Enhancement project. He spoke of his canoeing activities along the Columbia Slough and its future potential for recreation. His comments centered on the need for better accessibility. This enhancement project would open up many miles of Columbia Slough to canoes and kayaks. The two official access points at this time are at Kelley Point Park and Airport Way.

A letter, under the signature of Janet Liu (no address submitted), provided testimony on bicycle commuting between Lake Oswego and Portland. She spoke of a narrow shoulder from North Lake Oswego past Dunthorpe with auto speeds exceeding 45 mph. She cited the need to take alternate routes in terms of safety. She expressed support over the possibility of widening the trolley rail line to allow for biking as a viable means of alternative transportation.

A letter, under the signature of Bill Hagerup (2560 NW 121st, Portland 97229), testified in support of funding the Cornell Road Boulevard Treatment project. The funding would be used to provide wide sidewalks, curb extensions, landscaping and other features on the section of Cornell Road which runs through the Cedar Mill Town Center north of Beaverton. Cornell Road in this area has been designated as a Main Street and these funds would help it become a reality. By implementing an MSTIP road improvement project for Cornell Road and the Boulevard treatment projects simultaneously, major cost savings could be realized.

Lonnie Dicus, Manager of North American Energy, Enron/Microclimates (121 SW Salmon, Portland 97204), testified in support of funding the TOD Program for which they have made a viable investment. Lonnie cited the importance of being involved in projects that can make a difference in the community.

Sylvia Cleaver, 2214 SE 47th, Portland), spoke in support of funding the TOD Implementation Program. She spoke of the costs associated with the transit-oriented development at The Round in Beaverton. Because everything is connected from the rail line to the buildings, there is no allowance for building movement. It must be the level the day it opens and remain unchanged over time. Underground work is extremely expensive to ensure that the buildings do not move. She also noted the difficult soil conditions in Beaverton and the fact that bedrock is very far down. To be level with the existing light rail, the costs are high.

Selwyn Bingham of the BCB Group (3939 NW St. Helens Road, Portland 97210), testified in support of funding the TOD Implementation Program. He cited the positive forces going for this transit-oriented development: its location on light rail, being a central city stop for Beaverton, and creating a new city center for Beaverton. He felt that Enron's participation in creating a state-of-the-art energy central plan would ensure the success of this project.

Mr. Bingham described the development of The Round in terms of the concept for an urban community with a high percentage of open space, a central plaza, retail development on the ground with office space above, housing, restaurants, a wetlands area, and an amphitheater (similar to that of Courthouse Square in downtown Portland).

George Crandall, Crandall Arambula PC (520 SW Yamhill, Roof Suite 4, Portland 97204), testified that the AIA Urban Design Committee supports funding of the TOD Implementation Program. He spoke of the TOD benefits in terms of reducing auto traffic, increasing transit use and improving air quality; the fact that it has some risk and involves complex development but is an innovative program; and that it allows the region to be proactive in that it stimulates development that supports the Regional Transportation Plan.

Don Baack, representing STOP and Southwest Transportation and Trails Committees, spoke in support of the Red Electric line and the need to fund the study at this time. The project follows the general alignment of Fanno Creek and is an excellent place to walk and bike. It can be set up to connect to the Fanno Creek Trail in Beaverton. He noted there are no other east/west bike routes that are dedicated or suitable for bicyclists.

Lenny Anderson, Swan Island Transportation Committee (2934 NE 27th Avenue, Portland 97212), was committed to creating more transportation options in our communities, citing support for Transit-Oriented Development, Transit Choices for Livability, bikeways, pedestrian facilities, and Transportation Management Associations. He was opposed to spending any money on road projects.

John Bendit, President of Tualatin Chamber of Commerce and Upscale Automotive (19460 SW 89th Avenue, Tualatin 97062) spoke in support of keeping the TDM funds intact in view of its allocation to many modes of transportation. He praised Transportation Management Associations (TMAs) as an effective way of reaching a lot of people. Mr. Bendit spoke of Tualatin's transportation and congestion issues and the fact that they have formed a TMA. He noted that it represented a large investment from the private sector and their commitment to deal with congestion in their area. He felt it was an important part of the TDM funding.

Sherry Lillard, Fairview City Councilor (197 Crestwood Street, Fairview 97024), spoke in support of the 223rd Avenue Railroad Bridge reconstruction project. She reported that there is no shoulder on the roadway for that railroad crossing. It was her understanding that there will be some big box stores right off of Sandy and the street will become extra busy as it connects to Blue Lake Park. There is no pedestrian walkway.

Ray Polani, representing Citizens for Better Transit (6110 SE Ankeny Street, Portland 97215-1245), was supportive of the \$75 million in flexible funds all being applied to Tri-Met's Transit Choices for Livability Program for the extension of bus service as described in its three-year service plan.

Daniel Kaempff, Tualatin Chamber of Commerce (PO Box 701, Tualatin 97062), testified in support of the staff-recommended funding level for the Transportation Management Associations (TMAs). He cited the importance of the TMAs completing a balanced transportation system. They promote transit and help employers manage vanpools and carpools for their employees. He expressed general support of keeping funding intact for the 2040 initiatives and the Transportation Management Associations.

Marianne Pratt, Tualatin Chamber of Commerce (PO Box 701, Tualatin 97062), spoke in support of the Transportation Demand Management (TDM) Program and the Transportation Management Associations (TMAs). She spoke of TMAs as a public/private partnership in an ongoing commitment and the need to look at other transportation alternatives. She emphasized the need for public dollars in terms of TMA continuance.

Lynn Peterson, 1000 Friends of Oregon (534 SW Third Avenue, Portland 97204-2597), testified that their agency is extremely concerned with the base recommendation in that the proposed funding for planning, road modernization, reconstruction, freight, bridge and boulevards totals more than the total available for road building projects. They also ask for Metro's justification in spending Congestion Mitigation/Air Quality (CMAQ) funds on road projects.

Lynn added that 1000 Friends of Oregon supports the gas tax increase under consideration by the Legislature (for maintenance and road building) that would increase connectivity and alternative mode mobility and accessibility. One Thousand Friends feels that the \$75.8 million should be used to fund transit service increases, TDM programs and bike/pedestrian facilities. They also took exception to the recommendation for funding six Preliminary Engineering projects.

Karen Whitman, Pioneer Courthouse Square (701 SW 6th Avenue, Portland), supported funding for the Pioneer Courthouse Square Lobby project. She called it a one-stop shopping complex that offers opportunities for promoting extended studies in Portland that will additionally serve as a welcome center to residents and visitors alike. She spoke of the key service areas that have been developed: providing services in support of access to public transit and other intermodal transportation, enhancing movement of people to promote smart park and park-and-ride facilities, and upgrading signing around the city. Other services include use of a concierge for tours and information relating to hotel and restaurant reservations and travel trip planning.

Tom Fuller, Shiels & Obletz (115 NW 1st, Suite 200, Portland 97209), testified in support of the improvements for Pioneer Courthouse Square Lobby project. He cited the benefits of the project in terms of bike/pedestrian facilities, safety and education for bicyclists and pedestrians, and the scenic or historic highway programs, including the provision of tourist and welcome center facilities.

Mr. Fuller noted that the project would provide easy access to mass transit, numerous forms of intermodal transportation, provide visitor information services, is cost-effective and would greatly enhance visitor information and services. Among its supporters are Multnomah County, the City of Portland, Tri-Met, the Association for Portland Progress, the Portland, Oregon Visitors Association, the Oregon Tourism Commission, the Portland Chamber of Commerce, and Melvin Mark Companies. Their goals address the various downtown planning projects such as the Central City Plan, the Oregon Transportation Plan, the Oregon Highway Plan, Tri-Met's Strategic Plan, and the Governor's Oregon Transportation Initiative.

Fred Nussbaum (6510 SW Barnes Road, Portland 97225), testified that he had a problem with the outlined priorities. He felt all the flexible funds should go to fund transportation alternatives, suggesting further that \$16 million be allocated to Tri-Met for its Transit Choices for Livability program. He felt that the region is not keeping up with VMT and expressed concern about the way information is presented to the public. He noted that he is a transportation planner that has worked for Tri-Met and Metro. He also suggested that all the transportation funds in the region be identified, whether it be from the state gas tax or Tri-Met's payroll tax, before a balance is discussed.

Rob Bennett, Citizen (2219 SE 39th, Portland), testified in support of funding the Transit-Oriented Development Program and the benefits derived from its leveraging of public funds and development along light rail lines (east to Gresham and west to Hillsboro). He cited the need to establish affordable housing along the light rail lines and the need to deal with the influx of

new people. He pointed out that light rail should be served by higher, dense use and that it is a question of equity in terms of a balanced intermodal system. He testified in support of the \$4 million TOD Implementation Program to make Portland more livable.

Ron Willoughby, General Manager of the Tualatin Hills Park and Recreation District (8440 SW Godwin Court, Garden Home 97223), spoke in support of completing the Fanno Creek Trail project. It will provide a connection between the City of Portland, the Tualatin Hills Park and Recreation District, the City of Beaverton, and the City of Tigard. The project was identified in the Tualatin Hills Park and Recreation District's Master Plan as its No. 1 priority and was included on the Greenspaces bond measure. The Red Electric line project was also supported and is located at SW Scholls Ferry Road (where Beaverton and Tigard boundaries meet) and provides a connection to the Fanno Creek Trail. This is an attempt to maximize funding sources and is a critical link. They ask that the project be funded from Discretionary funds.

Terry Moore, Tualatin Hills Park and Recreation District, also spoke in support of funding the complete Phase 2 Fanno Creek Trail project, noting that it is the Tualatin Hills Park and Recreation District's highest priority. She discussed expansion of the off-street trails and the fact that the district has worked for many years to maintain trails in their parks as part of the trail system. This project would complete the missing link. She felt the project would rank high based on the administrative criteria. She noted, however, that it would result in increasing auto capacity on those roads.

Nathan Kappel, Sierra Club (2347 NW Glisan, Portland 97210), was opposed to expansion of the road system in terms of its impact on air pollution and making the Metro area less livable. He was supportive of funding transportation options other than the auto, suggesting investments in options such as light rail, a permanent bike lane on the Morrison Bridge, the Eastbank Esplanade, Portland area telecommuting, and a bike network.

LaDonna Slack (6011 SW JanTree Court, Portland 97219), spoke in support of funding the Fanno Creek Trail project at \$1.4 million to complete a connection to the Tualatin River. She also commented on the importance of the trails.

Ann Gardner, Association of Portland Progress (520 SW Yamhill, Portland 97204), testified that the Association supports allocation of MTIP funds for Naito Parkway as recommended by staff.

Rebecca Douglas, representing the Bicycle Transportation Alliance and the Coalition for a Livable Future (5746 SE 22nd Avenue, Portland 97202), testified as a transportation advocate on the vitality of bike lanes. She challenged the Metro region to take a stand for livability and spoke of the 150 advocates who were at the rally on this date in support of a balanced transportation plan. She noted that \$36 million is still needed to support the bike/pedestrian projects and asked that funds be added back in support of those projects, the TOD Program, and other projects that would meet the needs of the 2040 goals and its citizens. Portland is considered one of the most bike-friendly cities in the West. The Bicycle Transportation and the Coalition for a Livable Future are supportive of transportation alternatives.

Kasandra Griffin, Oregon Environmental Council (520 SW 6th, Suite 940, Portland 97204), testified that transportation choices affect air and water quality and spoke of the need for the Metro region to be leaders in environmental decisions. She cited the importance of being proactive about transportation spending and willing to make tough decisions. Ms. Griffin indicated she had brought documents with her entitled "How We Overly Subsidize the Road System" and "How Cars are Killing Our Air." She reported that the Oregon Environmental Council works to restore Portland's clean air in a variety of ways and encouraged the region to help people get out of their cars. She noted that the City of Portland has been designated as the "best biking city in the United States." She felt more people would be encouraged to bike commute if bike projects were funded. The OEC is also in support of the Burnside and Fanno Creek projects.

Arlene Kimera, representing the Gateway Regional Center Transportation Group (112 NE 133rd, Portland 97230), testified in support of the Stark Street Boulevard (102nd) project and urged funding of the planning and management processes.

Bonny McKnight, representing the Gateway Regional Center Transportation Group (112 NE 133rd, Portland 97230), reported that a community process has been developed in the Gateway area. She pointed out that it is not an urban, dense development and it has a lot of transportation problems. It has traditionally been suburban in character but they understand urbanization is not necessarily bad. They realize they must consider traffic impacts on mixed-use development that affects local, commercial and residential trips as well as the livability of the surrounding neighborhoods. The Gateway Regional Center Transportation Group is discussing the benefits of boulevard treatment and the development of a traffic management plan for the overall Gateway Center development.

David Talbot, Kiwer Albina Council, spoke in support of funding the Lower Albina Overcrossing project. The main focus of his council has been toward construction of the overcrossing project. He reported that Pacific Power & Light had done an analysis of the project and the option of relocating the facilities for truck services is not a practical one. The solution is an overcrossing which will cost \$11 million. With availability of a \$4 million grant, they feel they can complete this project.

Craig Reiley, Manager of ODOT's Crossing Safety Program (Rail Division, ODOT, Mill Creek Office Park, 555 13th Street NE, Suite 3, Salem 97301-4179), testified in support of fully funding the Lower Albina Overcrossing project. The biggest amount of train blockage complaints generated in Oregon are located at the south end of the Union Pacific's Albina Yard. Crossings located at the entrance to a rail yard are frequently the cause of such conflicts. To solve the problem, it has been determined that the only permanent solution is construction of a separated structure that eliminates the conflict between train and vehicle traffic. ODOT is asking for an allocation of \$4 million for that improvement for multi-modal safety, economic and general welfare reasons.

John Trumbill, Union Pacific Railroad, testified in support of the Lower Albina Overcrossing project.

Jane Eichenberger, Bicycle Transportation Alliance/Bicycle Advisory Committee (6937 SW 10th Avenue, Portland 97219), testified that she commutes by bike and stressed the importance of transportation options. The Bicycle Transportation Alliance is supportive of transportation alternatives that work and their respective benefits. She further expressed support of funding bike projects, the Eastbank Esplanade, and environmental modes of transportation. She noted that Portland is being recognized as one of the most livable cities and that bike/pedestrian amenities are receiving press.

Troy Clark, Friends of Smith & Bybee Lakes (2821 NE Klickitat, Portland 97212), testified in support of the 47th Avenue bridge/culvert on the Columbia Slough bounded by 47th Avenue and Whitaker Pond. He discussed the fact that it represents a hindrance to the flow of water. He noted that there is a lot of interest in the Columbia Slough but cited the need to provide a canoe access point.

Mark Reber, Citizen (1922 NE 13th, Portland 97232), testified in support of fully funding the Transit-Oriented Development Program. He cited the differences in livability in terms of his residence in the Irvington area and that of Hillsboro, where he works. With the availability of MAX, he noted that his choices were expanded. He enjoyed the convenience of transit and the amenities around the transit stations. He encouraged more use of trains and buses and the need to rediscover transit-oriented development. Mark asked committee support to fund The Round in Beaverton, noting that it represents an opportunity to prove the value of TODs.

Steve Abeling, representing Citizens for Sensible Transportation (2116 NE 18th Avenue, Portland 97212), testified that he supports non-auto projects. He felt that staff has proposed too big a percentage of the funds in the 100 percent program for road modernization, freight and boulevard projects. He pointed out that over \$2.33 million of the projects are intended for planning and engineering purposes which, down the road, results in the future purchase of right-of-way and construction of roads for the auto. He proposed using a greater proportion of the flexible funds for bikeways, sidewalks, transit improvements and other non-polluting alternatives.

Steve raised questions relating to the need for the Murray Boulevard Extension project. He asked that support be given to fully fund the Morrison Bridge bike/pedestrian access project and Tri-Met's Transit Choices for Livability Program.

Philip Goff, representing the Portland Bike Advisory Committee and AIA Urban Design Committee (1955 NW Hoyt, #24, Portland 97205), testified that little of the \$75 million of flexible funds is proposed for bike/pedestrian projects and that the proposed funding for road capacity projects contradicts Metro's support for light rail, appropriate land use planning, and non-polluting forms of transportation. He was supportive of bike/pedestrian improvements (including signing), transit enhancement projects, Metro's TOD Program, bikeways, and

redevelopment of the Morrison Bridge. He proposed fully funding a multi-modal esplanade that could be built along the south side of the Morrison Bridge. Designed with a separated bikeway, he spoke of the Morrison Bridge's potential to be a greenway that could link the east and west banks of the Willamette. He felt it would enhance the Central City and inner Eastside connection, attract tourists and retain and improve all modes of transportation. He felt the project could be built for \$1.57 million. He asked that the committee consider returning full funding to the Morrison Bridge project.

Brandon Burnell, Citizen (12650 SW 7th Street, Beaverton 97005), spoke of the lack of off-street bike paths. He acknowledged that there are bike lanes on the street. He expressed concern over the \$200,000 proposed for the Fanno Creek Trail and supported fully funding the project.

Steve Busk, Citizen (35006 SE Hurlburt Road, Corbett), testified in support of funding the Division Street project. As a developer, he felt it would put people into different modes of transportation. He was encouraged by its high ranking. He noted that light rail crosses Division Street and that Kelly Street has a parking tower, citing the connectivity this project would bring. He also noted that the Springwater Trail is located within a half mile and that the Division Street project would serve as a connector and major bus hub. He noted that Division Street is at a higher speed than it should be. By de-emphasizing the auto and getting into the TOD options, he hoped that our high schoolers would begin to think of other options.

Meeky Blizzard, Citizen (16815 SW Pleasant Valley Road, Beaverton 97007), asked that the primary emphasis for funding be placed on projects that affect biking, walking and transit. She cited the need to complete these networks, putting those links in place, and for them to be as successful as the road networks. She urged fully funding the Phase 2 Fanno Creek Trail project. In general, she supported modes that increase biking, walking and transit.

Catherine Ciarlo, Bicycle Transportation Alliance (PO Box 9072, Portland 97207), testified in support of bikes and other transportation alternatives. She cited the need for a balance among modes. The Bicycle Transportation Alliance is supportive of fully funding the Morrison Bridge bike/pedestrian improvements; the Phase 2 Fanno Creek project; the Willamette Shoreline Bike Study, noting the lack of a reasonable bike link between Portland and Lake Oswego; and the Division Boulevard project.

Karen Frost Mecey, speaking on behalf of Bob Bothman (former ODOT Director, 7365 SW 87th, Beaverton), supported completion of the 40-mile loop project, the Phase 2 Fanno Creek Trail project, enhanced greenways, and the need for viable alternatives to get people out of their autos. Bob cited "physically active communities" as the voice being heard by the health care industry. There is a movement to stop building barriers in the communities and to instead use our bodies to stay healthy.

Stan Kahn, Pacific Green Party (2521 SE Pine, Portland 97214), supported bike lanes separated from auto lanes, suggesting the need for barriers to be erected between bikes and autos. He cited

the potential for use of those bike lanes if bike travel was made safer. He asked that our plans allow for the installation of those barriers.

Michael Honke, Citizen (1006 NE Linden Avenue, Gresham 97030), spoke in support of boulevard enhancement of Division Street. He testified that Gresham's downtown area has become hemmed in by freeways and that enhancement of Division could make it more functional and aesthetic. Coupled with Transit Choices for Livability, it could decrease auto traffic and enhance biking. Mr. Honke felt Gresham's livability depends on this. He would like to see funding for the project increased to \$2.8 million. He supported funding for both Transit Choices for Livability and the Division Street boulevard project.

Art Lewellan, LOTI (3205 SE 8th, #9, Portland), testified in support of Regional and Town Center projects and the need to build better communities by addressing congestion. He cited the need for drivers to pay more of their share.

Laura Culberson, Citizen (1500 SE Hickory Street, Portland 97214), cited her bike experiences in Washington, D.C. in contrast to Portland. She noted that the safest part of her commute to work in Portland is from Ladds Addition to downtown Portland. She expressed concern that bikers might be confined to use of the Hawthorne Bridge only and urged funding support for the bike project for the Morrison Bridge in terms of safety of the 5,000+ bikers who commute to downtown Portland every day.

Greg Brown, Chairman of the Gresham Bicycle/Pedestrian Task Force (Boring, OR), testified in support of funding the Gresham/Fairview Trail and Division Street projects. He noted that Gresham is considered a Regional Center in the 2040 Growth Concept Plan and cited the need not only to look at higher densities but ways of increasing Gresham's livability. The Gresham/Fairview Trail is significant because it links the Springwater Trail and the marine water paths. He cited the need for off-street, multi-use paths in that area. Greg also noted that off-street paths are needed in Gresham because of the danger to bicyclists on the arterial street network. The Pedestrian Task Force is aware that it is a difficult project but not without solutions. The Task Force supports funding the Gresham/Fairview Trail project which they feel is critical to the health and well-being of their city. They are also urging full funding support (\$2.8 million) for construction of the Division Street plan.

Cheryl Twete, Portland Development Commission, (1900 SW 4th, Portland 97204), submitted for the record a letter in support of full funding for the Transit-Oriented Development Program. The letter cited the need for mixed-use, higher density developments in Portland to meet city and regional growth management goals. It also encouraged joint public/private partnerships to achieve that mixed-use development. The letter noted that the Portland Development Commission seeks partnerships for development around transit, including light rail, and to provide pedestrian linkages to transit and local retail.

Patrick Norton, Citizen (3229 NE 7th, Portland 97212), testified in support of funding cycling, transit, and pedestrian improvements. He noted there are studies which indicate that widening

roads and building more of them are counter-productive and, in fact, increases congestion. He indicated he was an all-weather cyclist. Patrick noted the high incidence of car accidents and lung disease attributed by cars.

Robert Shirley, West Portland Parks Neighborhood Association (3631 SW Hubert Street, Portland), testified in support of funding Project PBL7, a Barbur Boulevard pedestrian project. He noted there is need for pedestrian improvements in the area between 65th and Terwilliger Boulevard. He reported that it is a major transit corridor that is not being used to its potential. Mr. Shirley cited the need to promote pedestrian improvements if Barbur Boulevard is to once again serve as a gateway to Portland.

John Southgate, Portland Development Commission (1900 SW 4th Avenue, Portland 27201), testified in support of funding the Burnside Street project and having worked with the Chinatown district toward its development as a boulevard (Project PBL3).

A letter submitted by John Kaye, Manager of Corporate Real Estate at Tektronix (PO Box 500, M/S 22-511, Beaverton 97077-0001), was submitted for entry in the record as testimonial to the failing road system and intersections on the Westside which poses a serious threat to its commerce and livability. They ask for support in funding Washington County projects currently on the 100 percent list and reconsideration of the Hall Street Extension project.

A petition signed by 46 Portland residents in support of funding the 47th Avenue bridge and water quality project was also submitted for the record.

A letter submitted by Randall Edwards, District 15 State Representative, and Diane Rosenbaum, District 14 State Representative (H-384, State Capitol, Salem 97215) was forwarded by DEQ addressing the Hawthorne Boulevard Transportation Plan. The plan is designed to make Hawthorne, from the river east to 55th, a safer street to travel. Representatives Randall and Rosenbaum expressed support for fully funding the Hawthorne Boulevard Transportation Plan. Included in the plan are curb extensions, median refuge islands, better bicycle access, expanded sidewalk areas, and signing.

A letter received from the Mitchell Nelson Group, Inc., under the signature of Robert Price, Director of Planning Services (233 SW Naito Parkway, Portland 97204), provided testimony in support of funding the North Marine Drive project (Project No. PF2 under the Freight category). The letter pointed out the importance of widening of Marine Drive in terms of the region's economy, the movement of freight and employees/visitors to the Rivergate district, and the role it plays in the region as part of the transportation system. Of the total \$15 million needed to build the first phase of the project, \$10 million has been committed by the Port and the City will pay \$1 million, leaving a shortfall of nearly \$4 million. The project is now under design review.

A letter, under the signature of Jerry F. Novotny, representing the Gresham Parks and Recreation Advisory Committee, expressed support for funding \$223,000 from TEA-21 funds for right-of-way acquisition for the Gresham/Fairview Trail. Development of the Gresham/Fairview Trail is

critical for completion of the 40-mile loop. It will connect the Springwater Trail to the 40-mile loop.

A postcard from Kay Dannen (2015 SW Warwick, Portland 97225), provided testimony in support of a more balanced federal transportation funding package. She asked that a greater proportion of the \$75 million in flexible funds be allocated toward bikeways, sidewalks and transit improvements. She also was supportive of permanent bike/ pedestrian access to the Morrison Bridge and numerous greenway trails. She favored eliminating unnecessary road projects from the MTIP allocations and restoring those projects which provide non-polluting alternatives.

A letter, under the signature of Garry Papers, Chair of the Urban Design Committee of the AIA, provided testimony in support of reducing auto dependence in the Portland metro-politan area. The AIA's Urban Design Committee recommends that more of the \$75 million in flexible funds be spent on bikeways, sidewalks and transit improvements rather than road modernization and freeway enhancements. They asked that funding be restored for transit and non-polluting bike/pedestrian improvements.

A letter, under the signature of East Multnomah County's Transportation Committee Chair, Sharron Kelley, was entered into the record by Metro Councilor Rod Park. The Transportation Committee was supportive of retaining the 100 percent list of \$4.8 million as recommended but with modifications. They requested that \$800,000 be added back to the Division Street Boulevard project to make the project viable. In addition, it indicated that the 207th Avenue Connector project is East Multnomah County's top priority and that the omission of Stark Street from the 100 percent list was another concern. Also noted was the limited funding (\$267,000) for the 223rd Avenue Railroad Overcrossing project. East Multnomah County asks that the amendments approved by JPACT and TPAC be considered to provide East Multnomah County with an additional \$925,000 for a total allocation of \$5.7 million.

Andy Cotugno provided a letter from John Rosenberger, Director of Washington County's Department of Land Use and Transportation (155 N First Avenue, Suite 350-14, Hillsboro 97124-3072), which he requested be entered into the record requesting that Preliminary Engineering for the Hall Boulevard Extension project be added back to the 100 percent MTIP list. It is Washington County's belief that the boulevard component of this new connection will provide significant connectivity benefits for pedestrians and bicyclists as well as reducing out-of-direction and traffic congestion for motorists. What is needed is funding for preliminary design work to determine the feasibility and cost of making the connection. The request is revised to reflect \$45,000 in regional funding for preliminary design work with 10 percent match to be provided by Washington County.

The following Transportation Growth Management (TGM) grant applications were also endorsed by East Multnomah County's Transportation Committee: The Sandy Boulevard Corridor Study, Fairview; Transit Residential Design Standards, Redevelopment and Infill Code with Local Street Plans, Rockwood Revitalization Financial Plan, and Green Street Design

Standards, Gresham; Refinement Plan for STP Redevelopment Area of Troutdale Town Center, Troutdale; and Wood Village TSP Roadway Element, Wood Village.

Testimonial cards were also received from the following, but no testimony was given:

Peter Mye, Portland State University (1955 NW Hoyt, #7, Portland 97209); Barbara Pereira, Citizen (1213 SE Umatilla, Portland 97202); Morgan Will, Ameri Corps Aluminum, ONRC, Friends of Trees (8519 N. Woolsey Avenue, Portland 97203); Kay Gyr, Citizen (1807 NE 52nd Avenue, Portland 97213); Ernie Drapela, Citizen 1294 SE Laura Drive, Gresham 97080); and David Clarkson, Open Meadow High School (7654 N. Crawford Street, Portland 97211).

Following the public hearing, Councilor Atherton raised questions as to whether boulevard projects can be financed with funds from the gas tax. The response from Andy Cotugno indicated that anything within the right-of-way can be built with gas tax funds, allowing 1 percent for bikes. State constitutionally-restricted dollars cannot be used outside the right-of-way. Councilor Atherton was also interested in learning about what revenue is generated for every penny of gas tax collected.

ADJOURNMENT

There being no other business, the hearing was adjourned.

REPORT WRITTEN BY: Lois Kaplan

MEETING REPORT

DATE OF MEETING: May 13, 1999

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and David Bragdon, Metro Council; Dave Lohman (alternate), Port of Portland; Jim Kight, Cities of Multnomah County; Kay Van Sickel, ODOT Region 1; Don Wagner, WSDOT; Royce Pollard, City of Vancouver; Sharron Kelley, Multnomah County; Craig Pridemore, Clark County; Bill Kennemer, Clackamas County; Charlie Hales, City of Portland; Roy Rogers, Washington County; Fred Hansen, Tri-Met, Rob Drake, Cities of Washington County; Karl Rohde, Cities of Clackamas County; and Greg Green (alternate), DEQ

Guests: Rod Monroe, Metro Presiding Officer; Mike Burton, Metro Executive Officer; Lou Ogden (JPACT alt.), Cities of Washington County; Susan McLain, (JPACT alt.), and Rod Park, Metro Council; Bob Stacey, Dick Feeney, and G.B. Arrington, Tri-Met; Pat Collmeyer, Neil Goldschmidt, Inc.; Ted Spence, Citizen; Mayor Chuck Becker and Ron Papsdorf, City of Gresham; Ed Abrahamson, Harold Lasley, and Susan Lee, Multnomah County; Gary Katsion, Citizen; Elsa Coleman, Marc Zolton, Steve Dotterrer and Roger Geller, City of Portland; John Williams, Mayor of Oregon City; Nancy Kraushaar, City of Oregon City; Rod Sandoz, Clackamas County; Dan Bartlett, City of Milwaukie; Dean Lookingbill, Southwest Washington RTC; Paul Silver, City of Wilsonville; John Rosenberger, Washington County; Judy Edwards, Westside Transportation Alliance; Meeky Blizzard, Citizen; Jessica Hamilton, Office of Representative David Wu; Kathy King, Oregon Office of Energy; Rex Burkholder, Coalition for a Livable Future; Karen Whitman, Pioneer Courthouse Square; Tom Fuller, Shiels Oblatz Johnson; N. Kay Walker, City of Cornelius; Jim Howell, AORTA; Susie Lahsene, Port of Portland; Dave Williams, ODOT; Catherine Ciarlo, Bicycle Transportation Alliance; and Lynn Dingler, City of Gresham

Staff: Andy Cotugno, Richard Brandman, Mike Hogle, Gina Whitehill-Baziuk, Bill Barber, Chris Deffebach, and Lois Kaplan, Recording Secretary

Media: Gordon Oliver and Jonathan Nicholas, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad. Distributed at the meeting was a South Willamette River Crossing newsletter. Andy Cotugno announced a joint JPACT/Metro Council Transportation Planning Committee hearing scheduled on June 14 at 5:30 p.m. on the South Willamette River Crossing Study. He encouraged JPACT participation, particularly from the South Corridor.

MEETING REPORT

Mayor Drake moved, seconded by Fred Hansen, to approve the April 8, 1999 JPACT meeting report as submitted. The motion PASSED unanimously.

TRI-MET SERVICE PLAN

Fred Hansen, Tri-Met's General Manager, provided an overview of Tri-Met's service plan as recommended by the Transit Choices for Livability (TCL) Committee. The recommendations of that committee reflect different and better types of service in the suburban areas. The expansion of that service across the region will focus transit investments and help to achieve 2040 goals. Tri-Met will strive to attain livability and 2040 goals. The proposed three-year service plan was aimed as a step towards the TCL sketch plan.

Fred commented that this is the first time that Tri-Met has developed a service plan for more than one year. It provides a description of what they are trying to achieve over that three-year period. The plan addresses service time and other needed improvements, such as shelters. Capital investments will be made not just for service but for the amenities that encourage people to use transit. He cited the need to dramatically increase ridership.

Specific corridors to implement "Rapid Bus" improvements have been identified in the document and include Division, Barbur and McLoughlin. Tri-Met plans to provide 15-minute daytime service and cross-regional connections in those corridors. In the service plan document, \$16 million was identified as necessary from the MTIP over the next four years to implement the TCL program. TCL has been allocated \$4 million for the four-year period. As a result, a lot of the goals in that three-year plan will not be achieved without additional funds. The service plan has tried to adjust to that. Tri-Met recognizes that roads are an important part of the integrated transportation system that combines transit along with bike/pedestrian projects.

Fred explained that they can pilot programs (contract out) for up to 36 months. Tri-Met is looking at better service rather than more transit service. Seventy percent of riders on Tri-Met's system have their own automobiles. There is an opportunity with this MTIP to increase the level of TCL implementation. Tri-Met wants to expand both the McLoughlin Corridor and look at the Barbur Corridor in South Washington County.

G.B. Arrington explained that Tri-Met can afford within existing resources 1.5 percent/year expansion which would be allocated for increases in services and investment in additional buses to deal with congestion. With the \$4 million of the current MTIP recommendation, Tri-Met will continue to pledge to continue service in Clackamas County and the McLoughlin Corridor. If they are allocated \$6 million, improvements could be made in the Barbur or Division Corridor. The next corridor slated for improvements would likely be the Barbur Corridor and Tri-Met would be able to extend service. If there's additional funding, they would turn to the Division Corridor. Based on different levels of funding, Tri-Met will do what it can afford. A flexible approach has been laid out. Capital investments could be geared toward better customer information, better waiting areas, and better marketing.

Chair Kvistad thanked Fred Hansen for his presentation.

RESOLUTION NO. 99-2778 - ESTABLISHING A BI-STATE COMMITTEE OF THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND THE SOUTHWEST WASHINGTON RTC

Mayor Drake informed the committee that he had been called by Mayor Becker of Gresham regarding the composition of the Bi-State Committee, pointing out the lack of small city representation from Multnomah County. He concurred with the recommendation that there be a small city representative from Multnomah County included on the committee.

Chair Kvistad felt that the formation of this committee would be beneficial for the long-term vision of the region and wanted everyone to be comfortable with its membership. He proposed further review and consideration at the June 17 meeting.

Action Taken: Councilor Washington moved, seconded by Mayor Drake, to recommend approval (rather than deferral to June 17) of Resolution No. 99-2778, establishing a Bi-State Committee of the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council (RTC).

1st Motion to Amend: Mayor Drake moved, seconded by Mayor Pollard, to amend the membership outlined for the Bi-State Committee in the Intergovernmental Agreement to include a representative from the smaller cities of Multnomah County.

In discussion on the motion to amend, Fred Hansen felt it would only be fair to have a counterpart from the state of Washington. Councilor Washington pointed out that the makeup of the committee is balanced at this time, six representatives on each side. He cited the need to maintain that balance and that adding one more representative would be appropriate if the new person would replace the county representative. Mayor Pollard, however, indicated that he wanted to move the formation of this committee forward and didn't have any problem with the additional representative from Multnomah County's smaller cities. Commissioner Pridemore of Clark County was also in agreement with the recommendation.

2nd Motion to Amend: Fred Hansen moved, seconded by Charlie Hales, to amend the language of the Intergovernmental Agreement to read: "Any member of JPACT or the RTC Board may request referral of an item to the Bi-State Transportation Committee for consultation prior to action but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Transportation Committee."

Dave Lohman expressed some reservation about the frequency of the Bi-State Committee meetings and the Port's responsibility for oversight on both sides of the river. He wanted to be sure he understood the implications.

Mayor Drake commented on the shared air shed, mass transit and transportation issues that affect both sides of the river and the need for bi-state involvement as a region. If we are going to work as one region, he felt we need to honor the request for small city representation from Multnomah County.

Mayor Pollard wanted everyone in the region to be comfortable with formation of the Bi-State Committee and its role and to raise any unanswered questions.

Motion to Table: Dave Lohman moved, seconded by Don Wagner, to table this matter. The motion FAILED.

In calling for the question on the first motion to amend, the motion PASSED for inclusion of a Smaller City of Multnomah County representative on the Bi-State Committee.

In calling for the question on the second motion to amend, the motion PASSED, amending the language under "Role" of the Intergovernmental Agreement to read as follows: "Any member of JPACT or RTC Board may request referral of an item to the Bi-State Transportation Committee for consultation prior to action but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Transportation Committee."

In calling for the question on the main motion as amended, the motion PASSED.

RESOLUTION NO. 99-2791 - APPROVING THE FY 2000 MTIP MODERNIZATION PROGRAM DEVELOPED THROUGH THE PRIORITIES 2000 PROCESS

Chair Kvistad thanked everyone connected with TPAC, JPACT and Transportation Department staff for all the meetings held relating to the Priorities 2000 project considerations. He praised both process and leadership that led to the recommendations in the agenda packet.

Andy Cotugno described the organization of the MTIP packet, the process, the choices, and the focus of attention (Attachment D, the matrix). Also included was a list of add-back actions. The project list represents TPAC's base recommendation plus an unallocated \$1.5 million of funds. The recommendation includes \$33 million of STP funds; \$37 million of Congestion Mitigation/Air Quality (CMAQ) funds, projects that reduce vehicle emissions; and \$4.9 million of

Transportation Enhancement funds, restricted for projects that enhance a transportation project. Examples given of Transportation Enhancement projects included wetlands mitigation, bike/pedestrian improvements, transportation museums, and scenic projects. Also included on the matrix is Phase 3 of ODOT's US 26 Sylvan Interchange project. Approval of the projects will be contingent on the next step, which is the air quality conformity process and the need to stay within that emissions cap.

Additional funds not reflected here are formula-based transit funds and highway funds for preservation, safety, bridge and routine transit projects which will be approved when the final Transportation Improvement Program is adopted later this year.

Andy commented that there had been a significant year-long public outreach program for Priorities 2000. Public input has been summarized and was distributed at the meeting. Identified on the chart are the road-related projects for funding with STP funds and the non-road projects to be funded with CMAQ and Enhancement funds. The recommendation reflects a mix of projects that includes Road Modernization, Road Reconstruction, Bridge, Freight, Boulevard, Pedestrian, Bike/Trail, Transit Demand Management (TDM), Transit-Oriented Development (TOD), and Transit categories of projects.

Commissioner Hales asked whether a leveraging analysis had been done on whether the rest of the projects could be done using future STP funds. Chair Kvistad cited the need to be flexible with the dollars that come out of the Legislature, noting 2 cents being considered for dedication toward capital projects. Andy noted that the 2-cent bonded program is an ODOT capital program and that the 4-cent combination gas tax proposed will be split into city and county needs. He indicated that any funds approved by the Legislature will be for road-restricted projects. It was the consensus of JPACT that after we know what the Legislature has done, we re-examine these allocations.

Commissioner Rogers felt that the proposed recommendation represented a fair list based on available funds. He proposed leaving the unallocated \$1.5 million as a contingency, allowing the region to look at opportunities to leverage those funds. He asked for a policy debate on that issue and wanted to deal with the recommended list as submitted. If any projects were to be removed, he wanted discussion.

1st Motion: Commissioner Kennemer moved, seconded by Commissioner Rogers, to accept the base program recommended by TPAC (both MTIP and ODOT Modernization).

In discussion on the motion, Commissioner Hales commented on the public testimony provided. He was impressed with the quality of the testimony from all over the region. One of the exceptions was the bike lane project on the Morrison Bridge. He spoke of discussions taking place at the Legislature for a \$10.00 vehicle registration fee increase for high-growth counties dedicated to bridges. He felt there might be a fair chance to build that project once it is designed.

This motion eventually PASSED later in the meeting as amended.

2nd Motion: Commissioner Kelley moved, seconded by Commissioner Hales, approval of the Morrison Bridge bike lane Preliminary Engineering at \$250,000 to be funded from the residual.

In discussion on the motion, Commissioner Kelley pointed out that it requires 18 months of design work and would cost \$100,000 to \$150,000.

This motion was later withdrawn.

3rd Motion: Councilor Bragdon moved, seconded by Council Washington, to add back the following three items:

- \$0.25 m. Morrison Bridge PE
- 0.789 m.. Division Boulevard
- 1.006 m. TOD
\$2.045 m.

and cut:

- \$1.345 m. 207th
- 0.2 m. Telecommute
- 0.5 m. Pioneer Square
\$2.045 m.

It was noted that this motion would result in a revenue-neutral position.

This motion was later withdrawn.

4th Motion: Fred Hansen moved, seconded by Mayor Drake, to take the unallocated \$1.5 million and dedicate it to Transit Choices for Livability for Barbur/99W Corridor service enhancement.

This motion was later withdrawn.

5th Motion: Dave Lohman moved, seconded by Commissioner Hales, to add back \$500,000 to Marine Drive, recognizing the 40-mile loop may need to be deferred and sound mitigation may need to be downscoped.

Dave Lohman spoke of the safety and rehabilitation issues surrounding the Marine Drive project and the fact that the roadbed has quickly deteriorated. It is the Port's No. 1 freight project and will require special stormwater treatment. The Port intends to contribute \$7 million toward the project which will be phased. Also contributing to the project will be the City of Portland (\$1 million), resulting in a \$2 million gap. Lower cost approaches for sound mitigation are being pursued.

This motion was later withdrawn.

6th Motion: Commissioner Rogers moved, seconded by Mayor Drake, that the unallocated \$1.5 million be left as a contingency fund until there is a thoughtful process for review and allocation of those funds.

This motion was later withdrawn.

7th Motion: Commissioner Rogers moved, seconded by Mayor Drake, to add back:

- \$1.8 m. Cornell Boulevard
- 0.852 m. Fanno Creek
- 0.175 m. Washington County Bus Stops
\$2.827 m.

This motion was later withdrawn.

8th Motion: Councilor Kight moved, seconded by Councilor Bragdon, to reduce Multnomah County/Gresham Intelligent Transportation System by \$500,000 and shift that amount to the Division Boulevard project.

This motion was later withdrawn and combined with another motion.

9th Motion: Commissioner Kennemer moved, seconded by Councilor Rohde, to reduce Clackamas County's Intelligent Transportation System by \$200,000 and shifting that amount to the Willamette Boulevard/West Linn project. The motion PASSED unanimously.

10th Motion: Mayor Drake moved, seconded by Commissioner Rogers, to cut:

- \$0.5 m. Pioneer Square
- 0.129 m. Portland Bike Signage
- 0.250 m. 47th
\$0.879 m.

and deposit that to unallocated reserve, increasing it to \$2.379 m.

This motion was later withdrawn.

11th Motion: That the \$1 million Murray Overcrossing allocation be allocated to:

- First, complete the Murray Overcrossing project; and

- Second, be used to:
 - a. Initiate Hall Boulevard PE up to \$45,000
 - b. Fund Cornell Boulevard right-of-way up to \$540,000
 - c. Fund Washington County/Tri-Met bus stops up to \$500,000

And delete the \$0.5 million allocation to Washington County bus stops, thereby increasing the unallocated Reserve.

The motion PASSED unanimously with the agreement that Washington County and Tri-Met work together to coordinate Barbur TCL service expansion with bus stop enhancements and that Washington County, Metro and Tri-Met determine the appropriate splits between the four authorized projects.

12th Motion: Councilor Bragdon moved, seconded by Councilor Kight, that \$500,000 of Gresham/Multnomah County ITS funds be shifted to Division Boulevard with the conditions that:

- Multnomah County consider restoring the \$0.5 million for ITS from state gas tax increases.
- Multnomah County and Portland agree to spend up to \$150,000 for the initial phases of the Morrison Bridge bike path PE.

The motion PASSED unanimously.

13th Motion: As the project sponsor, Fred Hansen moved, seconded by Commissioner Rogers, to reduce their Pioneer Square request from \$0.5 million to \$0.2 million and that, together with the Washington County bus stops deletion, increase the unallocated Reserve to \$2.3 million and to allocate that to:

- \$0.1 m. Morrison Bike PE
- 0.5 m. Marine Drive
- 1.7 m. Transit Choices for Livability - Barbur Boulevard
- \$2.3 m.

In discussion on this motion, Fred Hansen proposed developing a Regional Reserve over the next six months from either state or federal funds. In fairness to the efforts of JPACT and citizen groups, he felt the committee should consider whether there are other small projects that are being overlooked. Commissioner Rogers was supportive of Fred Hansen's proposal as was Chair Kvistad who spoke of a commitment to develop that Regional Reserve fund.

The motion PASSED unanimously.

In calling for the question on the MTIP list as amended, including the ODOT section, the motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

STAFF REPORT

CONSIDERATION OF RESOLUTION 99-2795 FOR THE PURPOSE OF AMENDING THE FY '00 UNIFIED WORK PROGRAM TO ADD THE SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO AUTHORIZE FY '99 SURFACE TRANSPORTATION PROGRAM (STP) FUNDS

Date: June 17, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution amends the FY '00 Unified Work Program (UWP) to add a South Corridor Transportation Alternatives Study, amends the Transportation Improvement Program (TIP) to allocate \$1.5 million in STP funds from available South/North Transit Corridor Study resources and adopts Exhibit A, the *South Corridor Transportation Alternatives Study Work Program* as the work program for the study. The resolution also directs Metro staff to work together with Tri-Met, ODOT and the participating jurisdictions of Clackamas County and the cities of Portland, Milwaukie, Gladstone and Oregon City to:

1. Develop and prioritize non-light rail transportation options that are responsive to travel demand in the Corridor and to the community's needs.
2. Select a package of transportation improvements, specific to corridor segments, that can be expeditiously moved forward to service providers for implementation or into more advanced design, environmental analysis and construction.
3. Address community concerns expressed in the "Listening Post" meetings and through the public involvement process implemented for this study by developing fiscally responsible alternatives that can be implemented as expeditiously as possible.
4. Develop project capital and operating costs to a level that is appropriate upon which to base a federal funding request for any major capital investment.
5. Bring forward for adoption by the Metro Council a comprehensive transportation strategy for the corridor, an implementation plan and funding strategy.

FACTUAL BACKGROUND AND ANALYSIS

I. Development of the South Corridor Transportation Alternatives Study

In July 1998, the Metro Council adopted the Locally Preferred Strategy for the South/North Corridor Project that called for a light rail construction segment between Kenton, the Rose Quarter, downtown Portland, Milwaukie and Clackamas Town Center. This decision followed five years of planning, engineering and environmental analysis of transportation options in the South Corridor. In November 1998, a local funding measure to provide the local share of project

financing (\$475 million) through Tri-Met's sale of General Obligation bonds was not approved by tri-county voters.

In response to the defeat of the local funding measure, Metro held a series of "Listening Post" public meetings to receive comments on what the region should do next. Generally speaking, the majority of those commenting at the listening post meetings supported the multi-modal emphasis that the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong. Conversely, a large number of Clackamas County residents who commented were opposed to light rail in any form. Clackamas County residents also voiced the strongest support for increased road capacity and the least support for light rail. Those who recommended alternatives or complements to a light rail system had a variety of suggestions, with improved bus service and high occupancy vehicle (HOV) lanes being the most common. Others suggested streetcars, bicycles, vanpooling, river transit, congestion pricing and flexible schedules for working and telecommuting.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation, (JPACT), Metro staff were asked to prepare a work program for adoption in June 1999 that outlines a program to advance non-light rail transportation options in the South Corridor. This work plan was prepared in response to that request.

II. Relationship to the Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) guides the region's investment in transportation infrastructure for both transit and highways. The region's 2020 RTP is currently being developed, with adoption planned for Fall 1999. The 2015 RTP was adopted by the Metro Council in 1995. The 2020 RTP, which will be adopted by the time this study concludes, would be modified by the results of this study, which will define transportation priorities in the South Corridor.

The 2015 RTP includes South/North light rail as the primary transit investment in the Corridor. Although a reversible HOV lane was addressed in the McLoughlin Boulevard Draft Environmental Impact Statement by ODOT, it was not included in the 2015 RTP due to the McLoughlin Corridor's designation as the region's priority corridor for light rail development.

The proposed 2020 RTP includes South/North Light Rail, but adds other potential strategies to reflect that light rail is no longer the short term priority for the Corridor. Light rail will not be evaluated further as part of this study. Specific strategies in the proposed 2020 RTP include:

- Addition of a reversible HOV lane on McLoughlin Boulevard in Portland between the Ross Island Bridge and Harold Street.

- Expansion of McLoughlin Boulevard (Highway 99E) to a total of three general-purpose lanes from Harold Street to I-205.
- Implementation of access management on both McLoughlin Boulevard (Highway 99E) and Highway 224.
- Improved bus transit service throughout the Corridor, including rapid bus from Vancouver to Milwaukie, Oregon City and Clackamas Regional Center.
- Development of park-and-ride lots and transit centers in the corridor.

These strategies and improvements proposed for the 2020 RTP may be modified by the results of this study and should not be perceived in any way to influence the outcome of this study.

III. Study Process and Organization

The study will take place between July 1, 1999 and December 31, 2000. As currently scoped, the study would be completed in November 2000. Figure 1 shows the study process and public involvement activities for the study.

In general, the study will revisit some options already studied as part of the South/North Corridor Project, with the exception of light rail, which will not be part of this study. New options may be added depending upon public comments received and ongoing technical analysis. This wide range of alternatives will be screened down to several promising alternatives for which more detailed analysis will be performed. The analysis in both the screening phase and the detailed analysis of alternatives will be geared toward evaluation criteria identified through the public involvement process and by the study's Policy Group.

Of particular importance to the project schedule and decision-making process is the evaluation of adding an additional lane to the Martin Luther King Jr. Boulevard and Grand Avenue viaducts north of the Ross Island Bridge in Portland. ODOT is planning to rebuild the viaducts and is entering the advanced stages of project development. If HOV lanes are shown to be a viable option in the McLoughlin corridor, Metro would need to advise ODOT early in the process so that the viaduct design could include a third lane option. If HOV is not an option, ODOT would continue design work to replace the two-lane viaducts.

The decision of what alternatives to implement in the South Corridor will ultimately be made by the Metro Council. Advising the Council will be TPAC and JPACT, as well as the study's Policy Group, comprised of either elected officials or executive level staff from the participating jurisdictions. Technical analyses will be overseen by three Corridor Teams specific to the three main segments for the study (shown in Figure 2):

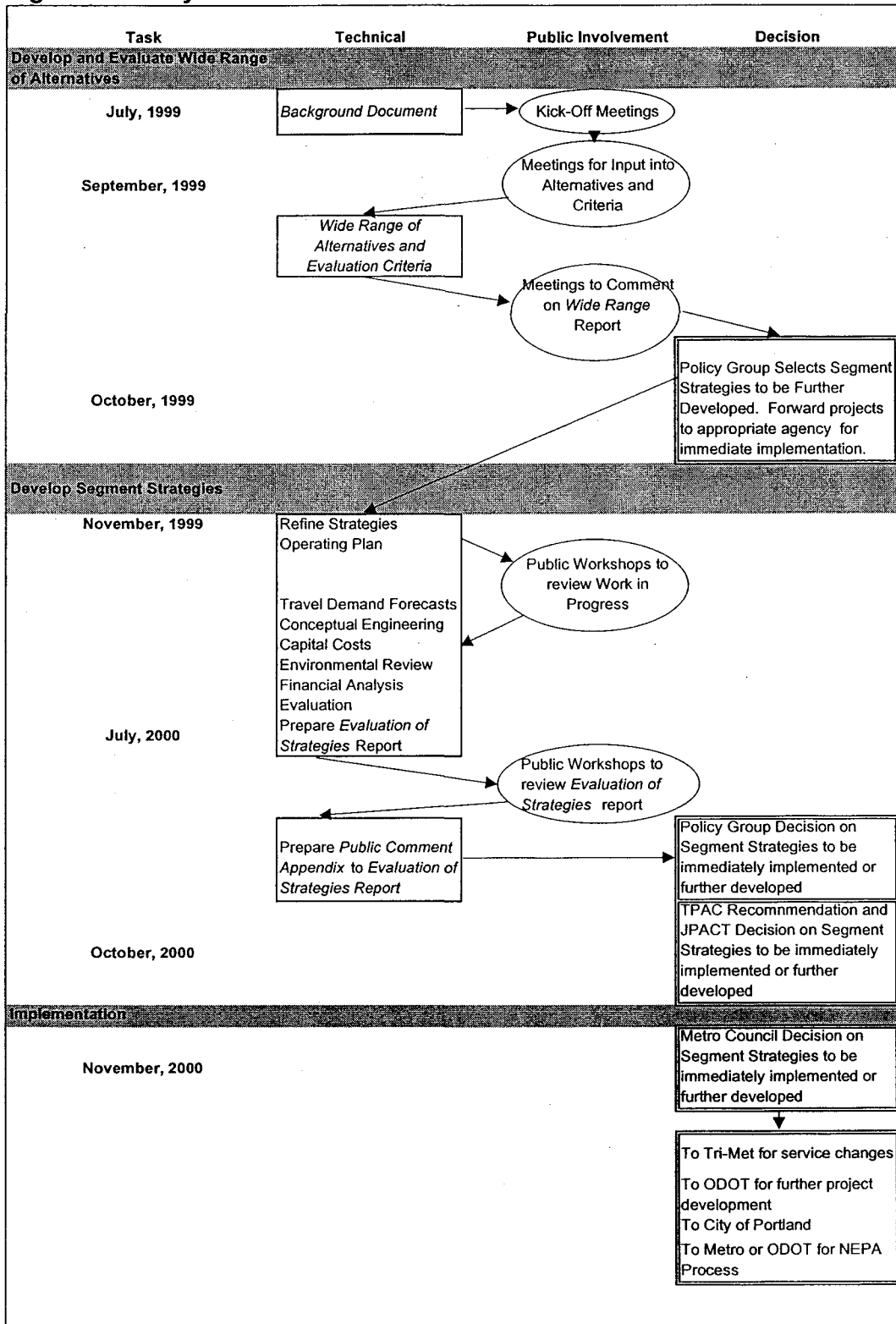
- Portland to Milwaukie
- Milwaukie to Oregon City
- Milwaukie to Clackamas Regional Center

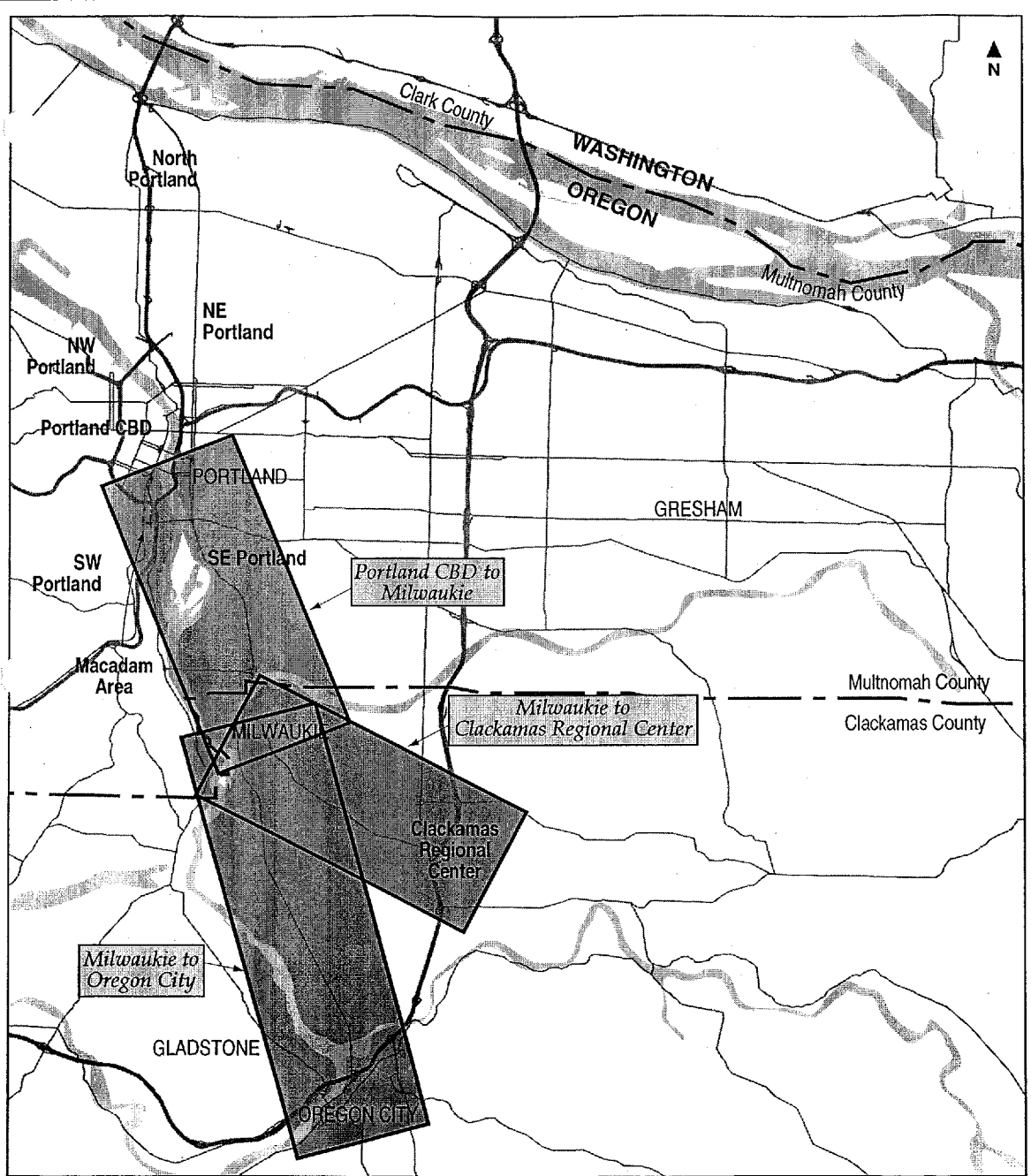
These teams will develop options and recommendations for their segments. Tri-Met, ODOT and Metro staff will assist to ensure that the recommendations are compatible between segments. A diagram of the study organization is included as Figure 3.

IV. Budget and Schedule

The budget for this study is \$1,671,682 to be spent in fiscal years 1999-2000 and 2000-2001. \$1.5 million in funding would come from FY '99 Regional STP funds currently programmed for the South/North Corridor and the remainder would be local match. The study will begin in July 1999 and conclude no later than December 31, 2000 for a maximum duration of 18 months.

Figure 1. Study Process






May 1999

Figure 2
Segment Map



 Segment Areas

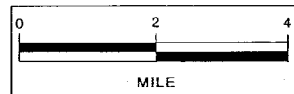
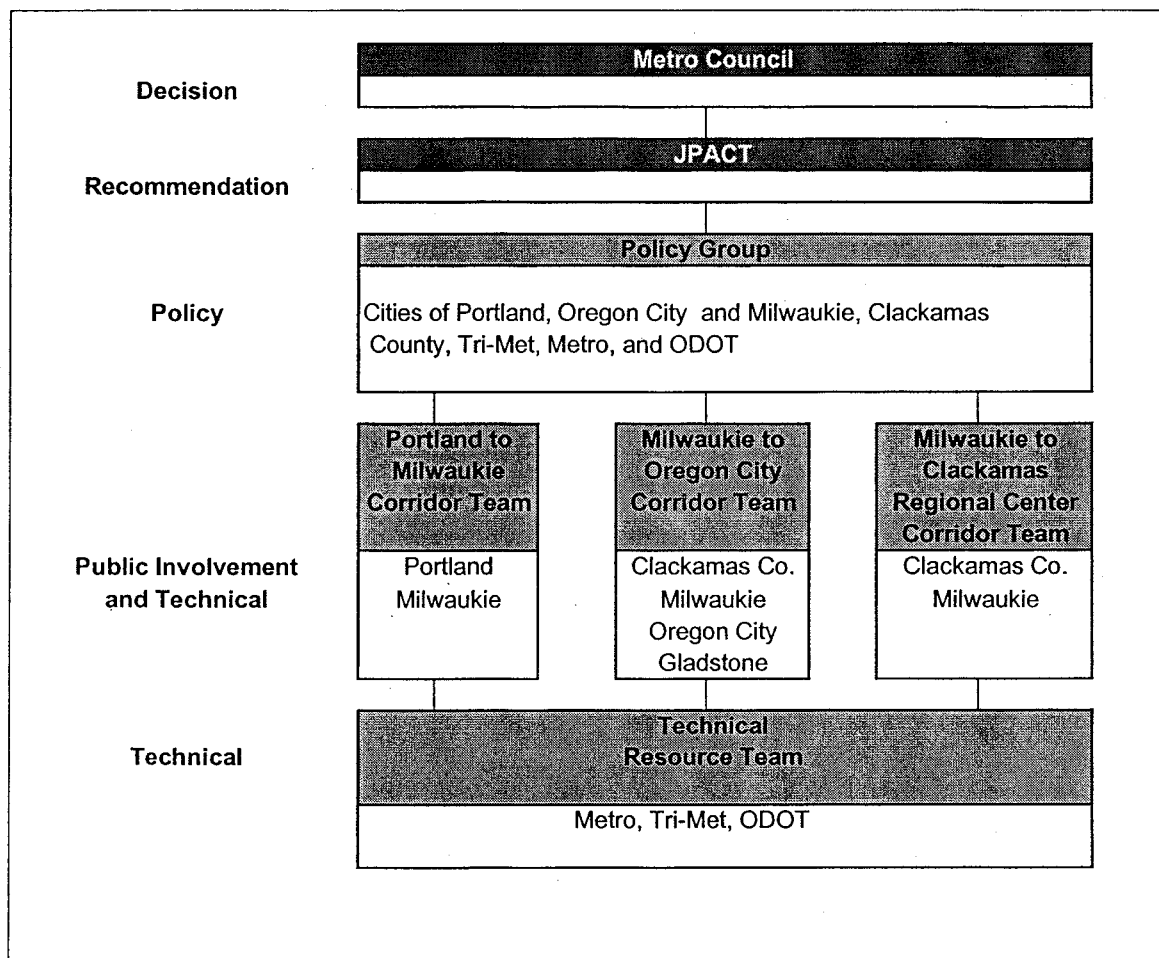


Figure 3. Study Organization



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY '00) RESOLUTION NO. 99-2795
UNIFIED WORK PROGRAM TO ADD THE)
SOUTH CORRIDOR TRANSPORTATION) Introduced by:
ALTERNATIVES STUDY AND AMENDING THE) Councilor Kvistad, Chair
TRANSPORTATION IMPROVEMENT PROGRAM) JPACT
(TIP) TO AUTHORIZE FY '99 SURFACE)
TRANSPORTATION PROGRAM (STP) FUNDS)

WHEREAS, The FY '00 Unified Work Program was adopted by Resolution Number 99-2756; and

WHEREAS, Metro prepared a South/North Corridor Project Draft Environmental Impact Statement that evaluated numerous light rail transit (LRT) options, alignment alternatives and design options as well as a No-Build Alternative that would have served the South Corridor; and

WHEREAS, The Metro Council adopted Resolution 98-2674 on July 23, 1998 that adopted the Locally Preferred Strategy for construction of a light rail segment between the Clackamas Town Center and the Rose Quarter; and

WHEREAS, In November 1998, voters in the Portland metropolitan region rejected a ballot measure that would have reaffirmed the region's 1994 vote to authorize the sale of General Obligation bonds that would have provided \$475 million in local funding necessary to construct the Locally Preferred Strategy; and

WHEREAS, "Listening Posts" were held by Metro throughout the region to better understand the public's perception of the South/North Corridor's transportation needs; and

WHEREAS, Numerous transportation improvements were suggested in the "Listening Posts" and included transit options such as increased express and local bus service, addition of high occupancy vehicles lanes, additional park-and-ride opportunities and improved transit centers; and

WHEREAS, A significant amount of technical analysis has already taken place in the South Corridor including: system studies, South/North Preliminary Alternatives Analysis, Design Option Narrowing, Cost-Cutting, Draft Environmental Impact Statement, ODOT's McLoughlin Boulevard Draft and Final Environmental Impact Statements and subsequent studies by Clackamas County and the City of Milwaukie that address McLoughlin Boulevard; and

WHEREAS, At the April 8, 1999 JPACT meeting, staff was asked to prepare a work program that outlines a program to advance non-light rail transportation options in the South Corridor and submit that plan at the June 1999 meeting of JPACT; and

WHEREAS, Resolution No. 96-2442 allocated \$55 million of Regional STP funds towards a light rail project in the South/North Corridor, of which \$1.5 million was programmed for FY '99; and

WHEREAS, An alternative transportation improvement program must be developed for the South Corridor as a result of the loss of funding for the rail project; and

WHEREAS, The attached work plan (Exhibit A) provides a work program for the South Corridor Transportation Alternatives Study; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Amends the FY '00 Unified Work Program to add a South Corridor Transportation Alternatives Study with the attached work plan.

2. Amends the Transportation Improvement Program (TIP) to authorize \$1.5 million of FY '99 STP funds reserved for the South/North Corridor and \$171,682 of local match to fund the study.

3. Directs that Metro staff, ODOT and Tri-Met staff shall work together with participating jurisdictions including Clackamas County and the Cities of Gladstone, Milwaukie, Portland, and Oregon City to:

- Develop and prioritize non-light rail transportation options that are responsive to the travel demand in the corridor and to the community needs; and
- Select a package of transportation improvements that can be implemented expeditiously or moved forward into more advanced design, environmental analysis and construction; and
- Address community concerns expressed in the "listening post" meetings and through the public involvement process implemented for this study by developing fiscally responsible alternatives that can be implemented quickly; and
- Develop project capital and operating costs to a level that is appropriate upon which to base a federal funding request for any major capital investment; and

Bring forward for adoption by the Metro Council a comprehensive transportation improvement strategy for the corridor, an implementation plan and funding strategy.

ADOPTED by Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

RR:lmk
99-2795.res.doc
6-8-99

Addition to Resolution No. 99-2795

Whereas, the Region will endeavor to identify an early element of the South Corridor Improvement Program by December, 1999 to be the basis of an FY 2001 federal transit funding request; and

South Corridor Transportation Alternatives Study

**Draft Work Program
June 8, 1999**



METRO

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Development of the South Corridor Transportation Alternatives Study.....	1
1.2	Corridor Description	1
1.3	Corridor Planning History.....	2
1.4	Relationship to Regional Transportation Plan	4
1.4.1	2015 RTP Improvements	4
1.4.2	Proposed 2020 RTP Improvements	4
1.5	Land Use Context - Region 2040 Plan.....	5
2.0	TRANSPORTATION CONDITIONS IN THE SOUTH CORRIDOR	6
2.1	Historic Trends.....	6
2.2	Projected Future Conditions	6
3.0	STUDY APPROACH, OBJECTIVES AND ORGANIZATION	8
3.1	Study Approach	8
3.2	Objectives	9
3.3	Jurisdictional Involvement.....	9
3.4	Project Management Structure.....	9
3.5	Budget and Schedule.....	13
4.0	WORK PROGRAM	15
4.1	Introduction.....	15
4.2	Start-Up Tasks	15
4.3	Screening of Alternatives.....	16
4.3.1	Development of Evaluation Criteria	16
4.3.2	Develop Wide Range of Alternatives	17
4.3.3	Prepare Range of Alternatives and Evaluation Criteria Report – Decision on Segment Strategies.....	17
4.4	Development of Segment Strategies	17
4.4.1	Develop Strategies	18
4.4.2	Refine Strategy.....	18
4.4.3	Develop Operating Plan and Capital Facilities Program	18
4.4.4	Travel Demand Forecasts.....	19
4.4.5	Operating and Maintenance Costs	19
4.4.6	Conceptual Engineering	19
4.4.7	Environmental Screening.....	19
4.4.8	Capital Cost Estimates.....	20
4.4.9	Financial Analysis.....	20
4.4.10	Evaluation	20
4.4.11	Prepare Evaluation of Transportation Strategies Document.....	20
4.5	Selection of Preferred Transportation Strategies	20

1.0 INTRODUCTION

This section describes how the South Corridor Transportation Alternatives Study was developed and the events leading up to the decision to study alternative transportation modes in the corridor. This section also provides a description of the corridor, its planning history and relationship to the Regional Transportation Plan (RTP).

1.1 *Development of the South Corridor Transportation Alternatives Study*

The South/North Corridor Transit Study identified light rail as the preferred alternative for the development of the transit system in the South Corridor. The first construction segment was to connect the Rose Quarter, north of the Portland Central Business District (CBD) with Milwaukie and Clackamas Regional Center, with the second construction segment between Rose Quarter and Kenton, and ultimately terminating in Vancouver, Washington.

In November 1998, tri-county voters did not approve a local funding measure for the South/North Light Rail Project. In response, Metro held a series of "listening posts", public meetings to take comments on what direction the region needs to take to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the listening post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong. Clackamas County residents voiced the strongest support for increased road capacity and the least support for light rail. Those who recommended alternatives or complements to a light rail system had a variety of suggestions, with improved bus service and high occupancy vehicle (HOV) lanes being the most common. Others suggested streetcars, bicycles, hovercraft, vanpooling, river transit, congestion pricing and flexible schedules for working and telecommuting.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation, (JPACT), Metro staff were directed to prepare a work program for adoption in June 1999 that outlines a program to advance non-light rail transportation options in the South Corridor. This work plan has been prepared in response to that request.

1.2 *Corridor Description*

The South Corridor is a funnel-shaped travelshed with ends in Oregon City and Clackamas Regional Center and which narrows between Milwaukie and downtown Portland (See Figure 1). The corridor includes portions of the cities of Portland, Milwaukie, Gladstone and Oregon City, as well as Clackamas County. This corridor has experienced tremendous growth in the past twenty years and by 2015, trip volumes will increase by 30 percent and the hours that drivers spend in delayed traffic will increase eight-fold.

Over the past twenty years, the population of the four-county region has grown by approximately 45 percent, from 1,100,900 residents in 1975 to 1,596,100 residents in 1995. The population trends over this period consisted of three distinctly different cycles. The 1970s were a period of rapid growth with a population growth rate of 2.1 percent per year on average. The early/mid-1980s were marked by a recession with population remaining virtually flat. Population has been growing rapidly since 1988, by about 250,000 residents over this period.

Since 1980, the rate of employment growth in the Portland/Vancouver region has been almost 40 percent higher than the national average. From 1980 to 1995, employment growth in the Portland/Vancouver region averaged 2.6 percent per year, increasing from 672,800 jobs in 1980 to 995,700 jobs in 1995, while the national average was 1.9 percent. During the late 1980s, the region's job growth ranked as the fourth fastest in the country, with annual job growth peaking at about 35,000 net new jobs per year. Employment growth slowed in the early 1990s, and was particularly sluggish in 1991 during a short national recession. Most recently, the region has again been experiencing strong job growth.

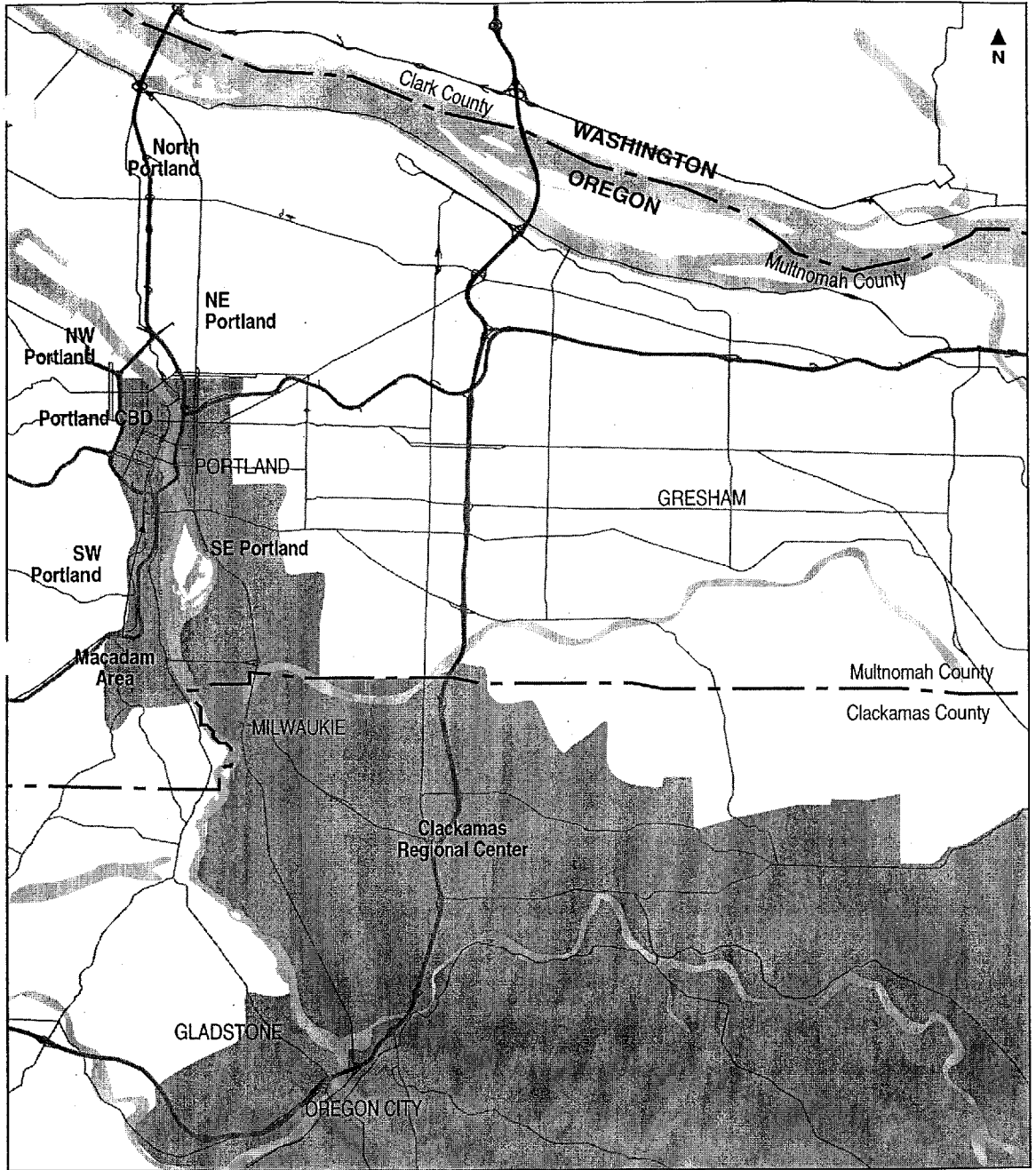
Clackamas County is a fast growing sector of the region. Between 1980 and 1994, the number of households in the county increased by about 2.3 percent per year and the number of jobs increased by 4.0 percent per year. The study corridor in Clackamas County currently contains about 80,600 households, with an expected growth rate of 2.4 percent per year between 1994 and 2015, reaching a total of 132,400 households by 2015. The study corridor also contains about 94,600 jobs, with an expected growth rate of 3.0 percent per year, reaching a total of 174,600 jobs by the year 2015. The Clackamas Regional Center, located near the northeast corner of Clackamas County, has been a major development site in recent years and is projected to continue to develop rapidly.

The South Corridor also includes the Portland Central City south of Burnside, including the Portland Central Business District (CBD). The Central City contains the largest concentration of employment in the region. As of 1994, the Central City contained 138,500 jobs and 11,900 households. Central City jobs are expected to grow by 2.0 percent per year reaching a total of 211,900 jobs by the year 2015. The number of households is expected to grow to 21,900 over the same period.

1.3 Corridor Planning History

This corridor has been the subject of many transportation planning efforts over the past twenty years. In 1979, the McLoughlin Boulevard Draft Environmental Impact Statement produced by the Oregon Department of Transportation (ODOT) called for widening McLoughlin Boulevard, with the possibility of adding a high-occupancy vehicle lane. The improvements south of Tacoma Street were built, while those north of Tacoma were deferred until after the completion of a light rail line. An early light rail feasibility study was completed in 1984 by Metro. In 1992, Metro and the region selected the Milwaukie Corridor over the I-205 Corridor and as the region's highest transit improvement priority. A scoping process narrowed the modes under consideration to light rail and bus service from a range of alternatives that also included commuter rail and river transit. In 1994, Metro and the region undertook an Alternatives Analysis to identify the best way to provide high capacity transit service in the Milwaukie (South) and I-5 (North) Corridors. The project was renamed the South/North Corridor Transit Study. Several light rail alignments, termini and design options were evaluated in the South/North Corridor Project's Draft Environmental Impact Statement (DEIS).

In July 1998, the Metro Council adopted the Locally Preferred Strategy for the South/North Corridor Project that called for a light rail line between Clackamas Regional Center and Kenton in north Portland, with the first construction segment between Rose Quarter and Clackamas Regional Center. This decision followed five years of planning, engineering and environmental analysis of transit options in the South Corridor. In November 1998 a local funding measure to provide the local share of project financing (\$475 million) through Tri-Met's sale of general obligation bonds was not approved by tri-county voters.

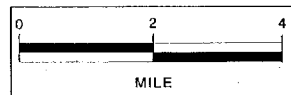


April 1999

Figure 1



 South Corridor Study Area



1.4 Relationship to Regional Transportation Plan

The Regional Transportation Plan (RTP) guides the region's investment in transportation infrastructure for both transit and highways. The region's 2020 RTP is currently being developed, with adoption planned for Fall 1999. The 2015 RTP was adopted by the Metro Council in 1995. The 2020 RTP, which will be adopted by the time this study concludes, would be modified by the results of this study, which will define transportation priorities in the South Corridor.

1.4.1 2015 RTP Improvements

The 2015 RTP includes several highway and transit improvements in the South Corridor. Two levels of expenditure were developed for the RTP, the constrained network based on existing resources, and the preferred network based on additional funding. These improvements include:

Financially Constrained Network

- South/North Light Rail
- Pedestrian improvements in support of the *Region 2040 Plan* in the McLoughlin Corridor

Preferred Network

The improvements listed above plus the following:

- Widen McLoughlin Boulevard to three travel lanes in each direction, Tacoma Street to Ross Island Bridge
- Widen Highway 224 to three travel lanes in each direction, McLoughlin to Johnson
- Build a 450 space park-and-ride lot sited on Highway 99E (McLoughlin Blvd) between Milwaukie and Oregon City
- Construct pedestrian improvements on McLoughlin/MLK/Grand between Tacoma and Multnomah Blvd.

The 2015 RTP includes South/North light rail as the primary transit investment in the Corridor. Although HOV lanes were addressed in the McLoughlin Boulevard Draft Environmental Impact Statement by ODOT, they were not included in the 2015 RTP due to the McLoughlin Corridor's designation as the region's priority corridor for light rail development. The proposed 2020 RTP does not emphasize light rail in the South Corridor.

1.4.2 Proposed 2020 RTP Improvements

The 2020 RTP includes South/North Light Rail, but adds other potential strategies to reflect that light rail is no longer the short term priority for the Corridor. Light rail will not be evaluated further as part of this study. Specific strategies in the proposed RTP include:

- Addition of a reversible HOV lane on McLoughlin Boulevard in Portland between the Ross Island Bridge and Harold Street.
- Expansion of McLoughlin Boulevard (Highway 99E) to a total of three general-purpose lanes from Harold Street to I-205.
- Implementation of access management on both McLoughlin Boulevard (Highway 99E) and Highway 224.

The following specific South Corridor projects are proposed for the 2020 RTP. These improvements may be modified by the results of this study and should not be perceived to in any way to influence the outcome of this study.

Bus Transit Improvements

The RTP includes several major improvements to transit service in the South Corridor. These include:

- South/North Rapid Bus between Clackamas Regional Center, Downtown Portland and Clark County, Washington (2000-2020).
- Improved bus service between the Milwaukie and Oregon City Transit Centers (future improvement, post-2020).
- Improved bus service between Clackamas Regional Center and Oregon City (2000-2005).
- Intercity passenger station in Oregon City to connect local transit with future intercity passenger rail (future improvement, post-2020)
- Development of park and ride facilities and transit centers, to be identified after further study (2000-2020).

Highway Improvements

The major highway improvements proposed in the 2020 RTP for the Corridor are listed below. Numerous other smaller projects address problems on specific streets and intersections.

- Widen McLoughlin Boulevard to six lanes between Reedway and Tacoma Streets (future improvement, post-2020).
- Construct new ramps from McLoughlin to I-5 northbound (2011-2020)
- Develop a reversible travel lane from the Ross Island Bridge to Harold Street (2011-2020)
- Widen McLoughlin to six lanes from Harold to I-205 (2011-2020)
- Implement access management controls on McLoughlin and Hwy 224 (2011-2020)

1.5 Land Use Context - Region 2040 Plan

In 1992, Metro district voters approved a new charter for Metro, which expanded Metro's land use role. The charter directs Metro to prepare and adopt a "Future Vision" for the region, covering a period of 50 years and addressing "preservation of regional land and natural resources" and "how and where to accommodate the population growth." The charter further directs Metro to adopt ordinances that would require local comprehensive plans and zoning regulations to comply with the regional framework plan.

Metro responded to the charter requirements by developing the Region 2040 Growth Concept and its implementing document, the *Region 2040 Framework Plan*. This plan establishes the urban growth boundary for the next 20 years and the pattern and densities for development within the boundary to the year 2040. The plan is designed to absorb 720,000 additional residents into the Oregon portion of the metropolitan region by the year 2040 with as little expansion of the existing Urban Growth Boundary (UGB) as possible.

The *Region 2040 Framework Plan* designates the Central City of Portland as the high-density employment hub of the Portland metropolitan region. The role of downtown Portland as the finance, cultural, tourism, retail and commerce center for the region is reinforced by the plan. The plan designates “Regional Centers” as mixed-use areas consisting of compact employment and residential developments that are served by high-quality transit services and “Town Centers,” which are similar to Regional Centers but slightly less dense. Within the South Corridor, the area around the Clackamas Town Center, referred to as Clackamas Regional Center, and the downtown areas of Milwaukie and Oregon City are currently designated as Regional Centers.

2.0 TRANSPORTATION CONDITIONS IN THE SOUTH CORRIDOR

This section documents the growth in travel demand in the South Corridor that has occurred in the past and is projected to occur in the future. Developing alternative mode strategies to address this future demand is a key objective of this study.

2.1 *Historic Trends*

Over the past two decades, growth in traffic volumes on the South Corridor’s regional roadways has increased significantly. Table 1 summarizes the historic growth in traffic volumes on SE McLoughlin Boulevard, the primary highway connecting activity centers in the southern portion of the corridor with the Portland Central City. Growth in traffic volumes on SE McLoughlin Boulevard from 1971 to 1995 has ranged from 21 percent at SE 17th Avenue to 60 percent at Highway 224 and 59 percent at I-205.

Table 1
Historic Growth in SE McLoughlin Boulevard Traffic Volumes

SE McLoughlin Boulevard at:	1971 ADT ¹	1995 ADT ¹	% Change
SE 17 th Avenue	37,200	45,000	21%
Highway 224	30,300	48,600	60%
I-205	22,200	35,300	59%

Source: Metro, 1997.

¹ ADT = Average Daily Traffic Volumes

2.2 *Projected Future Conditions*

Growth in traffic within the South Corridor is projected to continue over the next two decades. Table 2 summarizes forecast population and employment growth in the corridor, which will produce a 30 percent increase in vehicle miles of travel (VMT) in the southern portion of the corridor by the year 2015. This VMT growth is projected to lead to a three-fold increase in the miles of major roads in the southern portion of the corridor that are congested (i.e., have volumes that are in excess of 90 percent of the design capacity of the roadway).

Table 2
P.M. Peak Hour Summary Statistics for Major Roads in South Corridor by Sub-Area, 1994 and 2015¹

Sub-Area ²	Vehicle Miles Traveled		Vehicle Hours of Delay		Road Miles with V/C ³ > 0.90	
	1994	2015	1994	2015	1994	2015
Southeast Portland (7)	18,000	22,400	83	378	2.5	5.1
Milwaukie (8)	17,300	22,200	96	338	2.8	5.5
Sunnyside (9)	49,200	66,700	50	641	1.9	10.8
Gladstone (10)	33,600	43,700	13	358	0.0	6.2
Oregon City (14)	36,000	51,000	58	720	2.2	10.2
Macadam (6)	45,300	53,300	80	480	4.2	6.1
South/North Corridor Total	199,400	259,300	380	2,915	13.6	43.9
Regional Total	1,617,400	2,328,800	2,181	17,442	85.0	292.0

Source: Metro travel forecasts, 1997.

¹ Based on the No-Build Alternative developed for the South/North Corridor Project

² Number in parenthesis is a Metro sub-district number (see the *South/North Transit Impacts and Travel Demand Forecasting Results Report* (Metro: February 1998) for a map illustrating the sub-districts.

³ V/C = ratio of vehicle volume to capacity.

As a result of this deterioration of road service levels, corridor drivers will experience an eight-fold increase in the number of hours they sit in delayed traffic. The worst decline in auto-travel quality is projected to occur in the Clackamas Regional Center area with a five-fold increase in over-capacity roadways and a thirteen-fold increase in vehicle hours of delay (i.e., added time spent on roadway segments with a V/C ratio greater than 0.9). Tables 3 and 4 show that by the year 2015, traffic on SE McLoughlin Boulevard and its parallel arterials will be at or over capacity for all or virtually all of their lengths within the corridor.

Table 3
P.M. Peak Hour Conditions on McLoughlin Corridor
Southbound – Year 2015¹

Location ² (Southbound Direction)	Volume ³	V/C ⁴ Ratio
Grand Avenue near Powell Blvd. (E-20)	5,400	1.20
McLoughlin Blvd. near Sellwood (E-21)	4,100	1.13
McLoughlin Blvd. south of Milwaukie CBD (E-23)	2,800	1.58
McLoughlin Blvd. south of Concord Road (E-26)	2,100	1.00
McLoughlin Blvd. at Clackamas River (E-27)	2,800	1.34

Source: Metro travel forecasts, 1997.

¹ Based on the No-Build Alternative developed for the South/North Corridor Project

² Letter/Number designation in parenthesis is a Metro outline number.

³ Vehicles per hour.

⁴ V/C = ratio of vehicle volume to capacity.

Table 4
P.M. Peak Hour Conditions on Arterials Paralleling
SE McLoughlin Boulevard Southbound – Year 2015¹

Location ² (Southbound Direction)	Facility	Volume ³	V/C ⁴ Ratio
Near SE Powell Blvd. (E-20)	SE Milwaukie Avenue	700	0.99
Near Sellwood (E-21)	I-205	6,200	0.94
	SE Johnson Creek Blvd.	1,000	1.13
	SE 82 nd Avenue	1,500	0.86
Southeast of Milwaukie CBD (E-23)	Hwy. 224	2,300	1.10
Near Clackamas River (E-27)	I-205	7,300	1.04

Source: Metro travel forecasts, 1997.

¹ Based on the No-Build Alternative developed for the South/North Corridor Project.

² Letter/Number designation in parenthesis is a Metro cutline number.

³ Vehicles per hour. ⁴ V/C = ratio of vehicle volume to capacity.

3.0 STUDY APPROACH, OBJECTIVES AND ORGANIZATION

This section describes the general approach to this study and identifies key objectives.

3.1 Study Approach

Because a tremendous amount of public involvement and technical analysis have taken place in this Corridor in the preparation of the *South/North Corridor Project Draft Environmental Impact Statement*, the study does not propose to “reinvent the wheel”. This study will build on the information developed over the last five years and tailor it to the discussion of new non-light rail alternatives.

Because of the unique nature of the three main segments of this Corridor (see Figure 2) and recent planning efforts that have taken place since the November 1998 election, each segment will have a slightly different starting point. For example, Clackamas County is concluding a state and locally funded Transportation and Growth Management study of the McLoughlin Corridor in the unincorporated area of Clackamas County from Milwaukie to Gladstone. A public involvement process is concluding that will result in recommendations for the streetscape along McLoughlin and the composition of adjacent land uses. Starting from scratch would only create confusion and prolong the process unnecessarily for this study. Building on the results of the study and tying into the public involvement structure already in place makes sense. A similar situation exists in Milwaukie with the upcoming riverfront development planning, implementation of a recently funded boulevard project along the waterfront, and recent discussions with Tri-Met about development of a new transit center on the downtown Safeway site. In addition, Tri-Met is planning to increase service in the corridor in the Fall of 1999, with incremental service and bus stop improvements planned over the next three years. Tying into these efforts will result in better coordination with this study and make the best use of public input and talent, as well as tailoring the outcome to the specific need of these corridor segments.

Although the study is structured to meet the unique needs of each corridor segment, a comprehensive alternative mode strategy will be developed for the entire corridor that ensures compatibility between corridor segments. Section 3.4 discusses the mechanism by which a comprehensive strategy will be developed that ensures compatibility between the segments.

3.2 Objectives

Objectives for this study include:

1. Development and prioritization of non-light rail transportation options that are responsive to travel demand in the Corridor and to the community's needs.
2. Selection of a package of transportation improvements, specific to corridor segments, that can be expeditiously moved forward to service providers for implementation or into more advanced design and construction or which would be documented further in an environmental impact statement.
3. Address community concerns expressed in the "listening post" meetings and through the public involvement process implemented for this study, by developing fiscally responsible alternatives that can be implemented as expeditiously as possible.
4. Adoption by the Metro Council of a comprehensive transportation strategy, an implementation plan and funding plan for the corridor.
5. Development of project capital and operating costs to a level that is appropriate upon which to base a federal funding request.

3.3 Jurisdictional Involvement

The following jurisdictions will be represented in this study process:

- City of Portland
- City of Milwaukie
- City of Gladstone
- City of Oregon City
- Clackamas County
- Tri-Met
- Metro
- Oregon Department of Transportation

3.4 Project Management Structure

Metro is the overall lead agency for this study, with support provided from the agencies listed above. Tri-Met will have an important role in the development of bus service and capital improvement strategies, as will ODOT for the evaluation of highway-based alternatives such as a McLoughlin HOV lane. The study will be structured from a geographic standpoint to respond to the unique needs of each of the three major corridor segments to be studied. Three Corridor Teams will be made up of technical staff from the jurisdictions as well as Tri-Met, Metro and ODOT staff. This segmentation will streamline the study process, allow for individualized solutions and make sure that the time spent by jurisdictions is focused directly on the issues in their area. Tri-Met, Metro and ODOT would be technical resources to all of these Corridor

Teams. Figure 3 outlines the proposed study organization. Proposed representation for the Corridor Teams in each segment are as follows:

Portland CBD to Milwaukie

- City of Portland
- City of Milwaukie

Milwaukie to Clackamas Regional Center

- Clackamas County
- City of Milwaukie

Milwaukie to Oregon City

- City of Milwaukie
- City of Oregon City
- City of Gladstone
- Clackamas County
- City of Oregon City

The organization of the study into three Corridor Teams allows for solutions tailored to the needs of each segment. However, the transportation strategies for each segment must be compatible. Representatives from the City of Milwaukie, Metro, Tri-Met and ODOT will be part of all three Corridor Teams and can ensure that strategies are compatible and complement each other. Milwaukie is a particularly important area, because Milwaukie is the only common point for all three segments. The Policy Group would resolve any compatibility issues between the three segments. The three segment transportation strategies will be integrated into a single document that details the transportation strategies for the entire corridor. Incompatible alternatives or those that preclude options in other segments will not be chosen as transportation alternatives to move forward without first resolving compatibility issues.

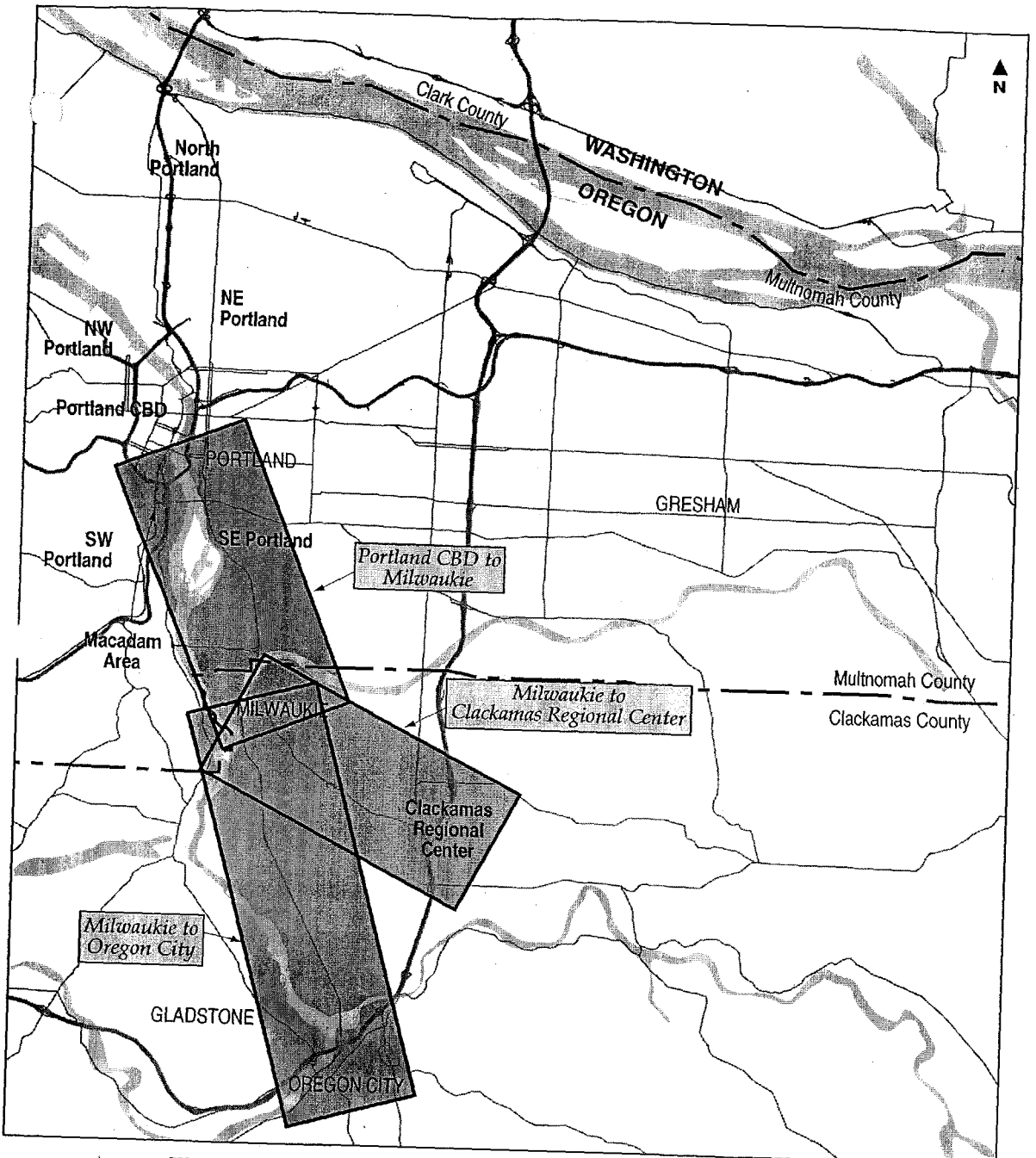


Figure 2
Segment Map

May 1999



 Segment Areas

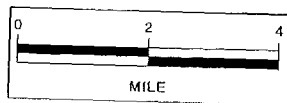
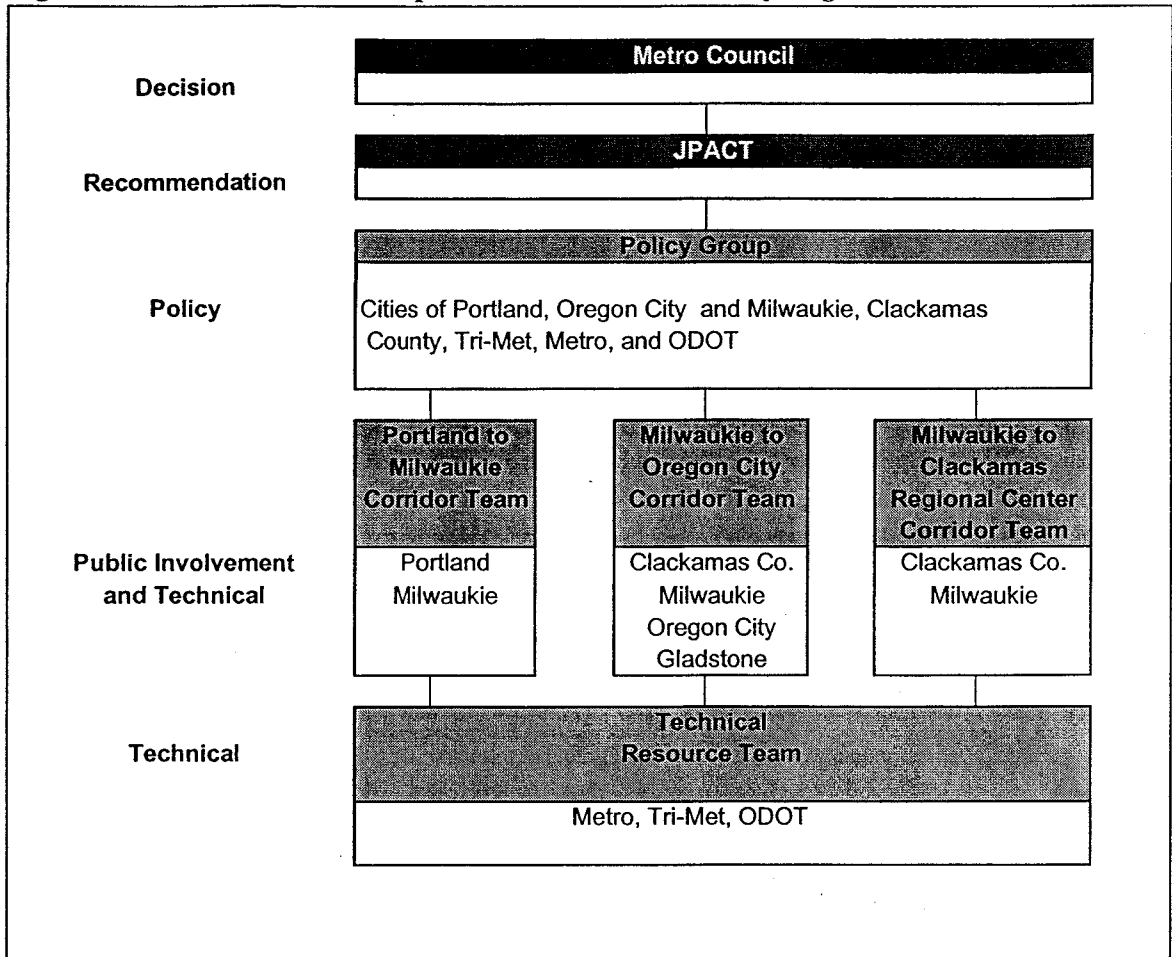


Figure 3. South Corridor Transportation Alternatives Study Organization



Policy Group

The Policy Group makes recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) at several key points in the process. This group will be composed of either executive-level staff or elected officials from Metro, Tri-Met, ODOT, Clackamas County, Milwaukie, Gladstone, Portland, and Oregon City. This group would meet primarily at strategic decision points. This group would have responsibility for ensuring compatibility between segment strategies if the Corridor Teams are not able to reach consensus.

Corridor Teams

These teams provide technical input and are specific to each of the three segments (see Figure 2). These will be comprised of jurisdiction technical staff with a citizen representative on each Corridor Team. Metro, Tri-Met and ODOT would be represented on each team. Jurisdiction team members would be appointed by the involved local jurisdictions. The corridor teams may need to meet jointly to resolve compatibility issues

between strategies. If these issues cannot be resolved amongst the teams, the issue would be forwarded to the Policy Group.

3.5 Budget and Schedule

The budget for this study is \$1,671,872 to be spent in fiscal years 1999-2000 and 2000-2001. The Transportation Improvement Program (TIP) and Unified Work Program (UWP) will be amended to include this study. Budget revenue sources are shown in Table 5.

The study will begin in July 1999 and conclude no later than December 31, 2000 for a maximum duration of 18 months. Figure 4 shows the proposed study process and key dates. Every effort will be made to shorten the timeline, and interim decisions on implementation of specific strategies could also occur, such as transit centers or park-and-ride lots. Metro will initiate an Intergovernmental Agreement with Tri-Met for the provision of transit service planning and engineering services in support of the study, and with other jurisdictions as required.

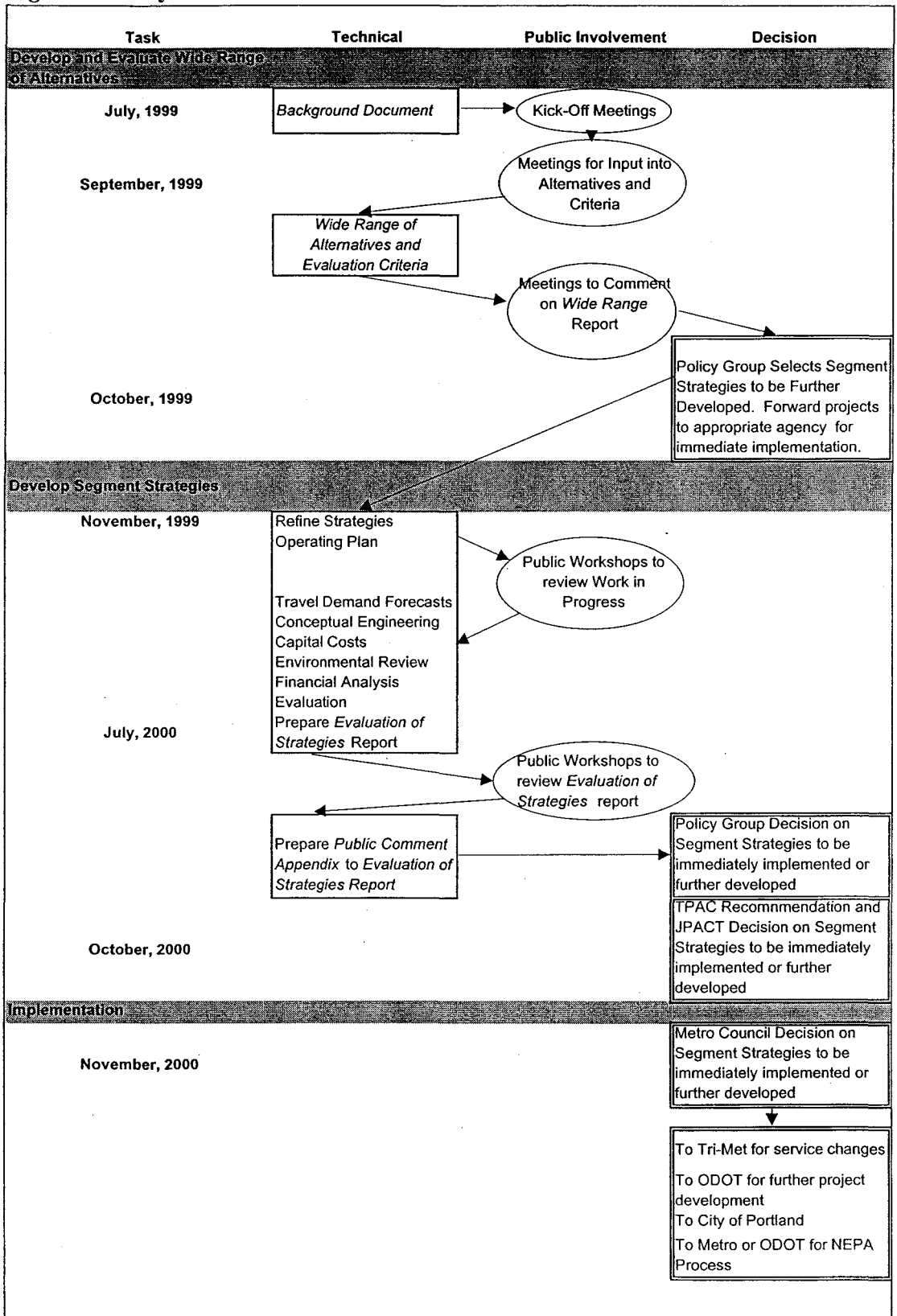
Table 5
South Corridor Transportation Alternatives Study Budget

	Local Funds	STP Funds	Total
Revenue	\$171,872	\$1,500,000	\$1,671,872

Of particular importance to the project schedule and decision-making process is the evaluation of adding an additional lane to the Martin Luther King Jr. Boulevard and Grand Avenue viaducts in Portland. ODOT is planning to rebuild the viaducts and is entering the advanced stages of project development. If HOV lanes are shown to be a viable option in the McLoughlin corridor, Metro would need to advise ODOT early in the process so that the viaduct design could include a third lane option. If HOV is not an option, ODOT would continue design work to replace the two-lane viaducts.

Other schedule and decision point pressures affect this study. These include the proposed advancement of a Milwaukie Transit Center into design and construction, development of park and ride facilities, either permanent or shared use to accompany Tri-Met service increases, and the need to reconfigure transit facilities at Clackamas Town Center as a result of mall expansion.

Figure 3. Study Process



4.0 WORK PROGRAM

4.1 Introduction

This work program is designed to facilitate the selection of transportation strategies for each Corridor Segment that would in turn be combined into an overall corridor strategy. The realization that one strategy or project will not meet the transportation needs of the entire Corridor is the driving force behind this study process. A comprehensive integrated alternative mode strategy will be developed for the entire corridor based on the segment strategies. The goals of this work program are:

- To allow timely decisions to be made regarding the implementation of those strategies that are the least capital intensive early in the process, i.e. those that require little or no new capital funding. These could range from bus stop improvements to a transit center or park and ride lot.
- To develop a comprehensive package of transportation improvement strategies, an implementation plan and a funding plan for the corridor to be adopted by the Metro Council.
- To perform analysis at the appropriate level to thoroughly evaluate transportation strategies; i.e., no environmental analysis or capital costs (aside from additional buses) would be required for transit service increases, while an environmental analysis and cost estimates would be prepared for a major capital project.
- To allow individual segments to pursue the options that are most attractive to them. Corridor Teams will meet jointly to resolve any incompatible recommendations. The Policy Group will resolve any conflicts that cannot be resolved between the Corridor Teams.

4.2 Start-Up Tasks

This group of tasks puts in place the contracts and other administrative machinery to undertake the study. In addition, the study's Policy Group would be appointed and past actions would be summarized in a *Study Background Document*. Tasks to be completed include the following:

- Refine study work plan, purpose and need, budget and schedule
- Refine public involvement plan
- Develop and execute Intergovernmental agreements
- Develop consultant scopes of work
- Procure consultant. This task includes preparation of a Request for Qualifications, advertisement of RFQ availability, review of proposals, selection, and contract negotiations. This task is started early in order for the consultant to be available to begin technical evaluation of alternatives. Special expertise will be required for transit operations, traffic engineering, civil design, ITS applications and HOV lane design and operation and other specialties tailored to specific alternatives.
- Develop *Study Background Document* that summarizes the extensive public involvement and technical analysis undertaken to date, the alternatives considered and the decisions reached regarding advancement of those alternatives. This

document will form the basis for the wide range of strategies that the public will be asked to consider.

No “one-size-fits-all” strategy is proposed for this study. Different strategies or combinations of strategies would be tailored to each individual segment. Alternatives previously considered in this Corridor by Metro, ODOT, the City of Portland, Tri-Met or community groups to date include:

- Expanded bus service
- Light Rail (not an option for further study)
- Transit options from Tri-Met’s Transit Choices for Livability Study
- Commuter Rail
- Transportation Systems Management
- River Transit
- Streetcar
- High Occupancy Vehicle Lanes

Additional strategies to supplement those already studied could include:

- Intelligent Transportation Systems Applications
- Transportation Demand Management
- Pricing Strategies (High Occupancy Toll (HOT) lanes, or peak pricing)

A round of public involvement kick-off meetings will be used to distribute the *Study Background* report and to discuss the study’s public involvement program, decision points and opportunities to get involved.

The next task develops evaluation criteria and screens a wide range of potential strategies down to several options. Alternative strategies will be developed for each corridor segment to be advanced for further refinement. As mentioned earlier in this work program, the Corridor Teams developing these strategies will work together to ensure that segment alternatives are compatible and complementary. The Policy Group would resolve any compatibility issues for which the Corridor Teams were not able to reach consensus.

4.3 *Screening of Alternatives*

This task develops the wide range of alternatives to a level where they can be evaluated technically and be reviewed by the Corridor Teams and the public. The *Range of Alternatives and Evaluation Criteria* report will contain the analysis of the wide range of alternatives and the evaluation criteria. The Corridor Teams and the public will review the alternatives and recommend segment strategies to the Policy Group for adoption.

4.3.1 *Development of Evaluation Criteria*

This task produces evaluation criteria based on purpose and need, public comment and Corridor Team reviews. Evaluation criteria are the yardstick against which alternatives are measured. In order to respond to the needs of the unique corridor segments, evaluation criteria will be developed for each segment. These criteria will be tied to the function of the segment in the transportation system and its relation to the community. For example, the function of the Portland to Milwaukie segment is much more of a high capacity trunk

with Clackamas and Oregon City feeding in to it. Southeast Portland neighborhoods also will have unique needs that may or may not coincide with the trunk function of McLoughlin Boulevard. Different strategies will address different evaluation criteria with the anticipated outcome being a package of improvements that address multiple goals.

Development of the evaluation criteria and wide range of alternatives will include the second round of public meetings to ensure that all appropriate options are considered. The draft evaluation criteria will be drafted based on results of the Listening Posts, applicable local jurisdiction policies and comments received during the public meetings.

4.3.2 Develop Wide Range of Alternatives

This task develops the alternatives to the point where they can be evaluated and a determination made by the public, Corridor Teams and Policy Group as to which alternatives should be evaluated in detail. Enough information about the alternatives will be developed so that the evaluation criteria can be applied equally to every alternative, assuring a clear and objective comparison. The alternatives developed would be grouped into three categories; service alternatives, transportation system management alternatives, and capital improvement strategies. These would also be grouped according to the corridor segment being addressed. Examples are given below.

<u>Service Options</u>	<u>TSM Options</u>	<u>Capital Improvements</u>
<ul style="list-style-type: none"> • Little to no capital component • Increased bus service • Re-oriented bus routes • Additional bus modes dial-a-ride, small bus 	<ul style="list-style-type: none"> • Mid-range capital component • Signal prioritization • Queue jump lanes • ITS applications • Pricing strategies 	<ul style="list-style-type: none"> • Bus Rapid Transit/Busway • Commuter Rail • River Transit • Streetcar • Transit centers, park and rides, and transit streets • HOV Lanes

4.3.3 Prepare Range of Alternatives and Evaluation Criteria Report – Decision on Segment Strategies

This task develops and evaluates the wide range of alternatives. Each alternative will be considered based on the evaluation criteria. The report will be the subject of a third round of public meetings and Corridor Team meetings. Following incorporation of comments, the report will be forwarded to the Policy Group for a decision on which alternatives should be carried forward in each segment.

4.4 Development of Segment Strategies

This group of tasks more fully develops the costs and impacts of the small group of strategies defined in the previous task. The goal of these tasks is to develop the alternatives to a degree that accurate costs can be produced, based on conceptual

engineering where appropriate. Operating and maintenance costs will be based on refined operating plans, as will ridership forecasts. Because the exact range of strategies determines to a certain degree the analysis required, these tasks will be further defined as the outcome of Task 2.3 becomes clear. Figure 3 shows the analyses required for each type of strategy.

4.4.1 Develop Strategies

The development of segment strategies will include several opportunities for public involvement as the alternatives are developed and evaluated. Corridor Teams and small public working groups will play a significant role in guiding this part of the process.

Figure 3. Strategy Analyses Required

	Service Strategies	TSM Strategies	Capital Investments
Analysis			
Operating Plan	◆	◆	◆
Travel Demand Forecasts	□	◆	◆
Operating and Maintenance Costs	◆	◆	◆
Conceptual Engineering	○	□	◆
Environmental Review	○	□	◆
Capital Costs	□	□	◆
Financial Analysis	◆	◆	◆
Evaluation	◆	◆	◆

◆ = required analysis □ = optional, to be determined
○ = not required

4.4.2 Refine Strategy

This task will refine important characteristics of each strategy with the goal of matching it closely to the applicable evaluation criteria for each segment. In some cases, no changes will be needed. This is not intended to be a highly technical task, but rather a confirmation of or adjustment to the strategies developed for each segment. This task will more fully develop programmatic elements of alternatives such as a TDM Program or pricing strategies. Public workshops will support this task.

4.4.3 Develop Operating Plan and Capital Facilities Program

For each strategy, define the operating components that are required to complete travel demand forecasting. These include:

- Headway
- Transit line routings
- Service Span
- Number and effect of transit priority treatments
- Park-and-Ride Lots – size, location and service

- Station locations
- Transfer penalties

This task will be summarized in a *Detailed Transportation Strategies* technical memorandum that will form the basis of travel demand forecasting and conceptual engineering, if applicable.

4.4.4 *Travel Demand Forecasts*

In order to conserve budget and meet the study schedule, the minimum number of travel demand forecasts will be prepared that yield the full range of information required. These runs will combine strategies in a manner that bests highlights the trade-offs between alternatives and uses forecasting resources economically. The forecasts will provide inputs to several tasks, including operating and maintenance costing, environmental review and evaluation.

4.4.5 *Operating and Maintenance Costs*

Based on the travel demand forecast, operations and maintenance costs will be calculated for each strategy based on appropriate unit costs including vehicle miles traveled, vehicle hours traveled, number of stations, and length of fixed guideway or other linear facility. Costs will be produced in 1999 dollars.

4.4.6 *Conceptual Engineering*

This task will develop conceptual engineering. This conceptual engineering will form the basis for capital costs and will determine the extent of the transportation facility's environmental impacts. Conceptual engineering would be required to evaluate a bus rapid transit project, a streetcar extension, or an HOV lane. It may be needed for some TSM facilities as well, such as queue-jump lanes and signals. This will be primarily a consultant task.

4.4.7 *Environmental Screening*

This task will identify significant environmental impacts that would occur for the strategies. This is a reconnaissance-level analysis, designed to identify those impacts that would have the greatest effect in terms of cost and potential mitigation. Due to the tremendous amount of environmental documentation developed for the South Corridor as part of the South/North Corridor Project DEIS, this task will rely primarily on existing data, with a minimum of new data collection anticipated. Factors to be analyzed include:

- Traffic Impacts
- Land Use Impacts
- Neighborhood Impacts
- Noise and Vibration Impacts
- Ecosystems Impacts
- Visual and Aesthetic Impacts
- Historic Resources and Parklands

4.4.8 Capital Cost Estimates.

These will be prepared based on the conceptual engineering in the case of major capital investment projects or some TSM projects. For Service Strategies, this will consist of estimating the cost of additional vehicles. Appropriate local unit costs will be used if possible. If not, national averages will be used. The environmental review may result in some added costs for environmental mitigation if such measures are easily identified.

4.4.9 Financial Analysis

This analysis combines the results of the capital costs and operating and maintenance costs and identifies the revenue needs to implement the strategy. Potential funding sources and shortfalls will be identified. Because these strategies could draw from many sources, both transit and highway, this analysis is critical to determine the sources and likelihood of project funding for these strategies.

4.4.10 Evaluation

This section utilizes all of the analysis from the previous seven tasks and prepares a comparison of the costs and benefits of each of the strategies, addressing the evaluation criteria for each project segment.

4.4.11 Prepare Evaluation of Transportation Strategies Document.

This document summarizes the evaluation of the strategies. The Corridor Teams will combine the best performing strategies into improvement packages to be selected by the Policy Group, JPACT, and Metro Council for further development or immediate implementation. There will be an extensive public involvement process during this period, with public comments being included as an appendix to the evaluation document.

4.5 Selection of Preferred Transportation Strategies

The Policy Group will act on the *Evaluation of Transportation Strategies Document* and make a recommendation to JPACT and the Metro Council. This recommendation will include:

- A comprehensive package of transportation improvement strategies for the South Corridor
- An Implementation Plan for the strategies
- A Funding Plan

The Policy Group's recommendation will be forwarded to TPAC, JPACT and the Metro Council for adoption.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2806A FOR THE PURPOSE OF AMENDING THE LOCALLY PREFERRED STRATEGY FOR THE SOUTH/NORTH LIGHT RAIL PROJECT TO DEFINE THE INTERSTATE MAX PROJECT AS THE FIRST CONSTRUCTION SEGMENT AND TO AMEND THE FY 2000 UNIFIED WORK PROGRAM

Date: June 9, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution adopts Exhibit A, the revised *Locally Preferred Strategy Report*, as an amendment to the South/North Corridor Locally Preferred Strategy. It defines the Full-Interstate Alignment as the alignment choice for the proposed light rail project, and it identifies the Rose Quarter Transit Center and Expo Center as the termini for the first construction segment. The resolution also directs project staff to complete Preliminary Engineering and prepare the North Corridor Final Environmental Impact Statement (FEIS) based on this revised Locally Preferred Strategy (LPS) and amends the FY 2000 Unified Work Program to be consistent with these amendments.

The Interstate MAX Citizens Advisory Committee met on June 9, 1999 and recommended the Full-Interstate Alternative move forward. The Portland City Council recommended the proposed amendment to the LPS at its June 16, 1999 meeting. JPACT unanimously recommended the amended Locally Preferred Strategy at its June 17, 1999 meeting. The Tri-Met Board of Directors will review the proposed amendment at its June 23, 1999 meeting.

FACTUAL BACKGROUND AND ANALYSIS

The South/North Transit Corridor Study was initiated in April 1993 when the Metro Council adopted Resolution No. 93-1784 that selected the Milwaukie and I-5 North Corridors as the region's high capacity transit priority corridors to be studied further through the federal project development and environmental process. In October 1993, the Federal Transit Administration issued notice in the *Federal Register* of intent to prepare an Environmental Impact Statement in the South/North Corridor.

Following a series of steps (including Scoping, Narrowing of Alternatives, Design Option Narrowing, Major Investment Study and Cost Cutting), the project defined a set of alternatives to be studied in the *Draft Environmental Impact Statement* (DEIS). The DEIS and supporting reports documented the anticipated benefits, costs and impacts that would be associated with the alternatives and options under study. On February 27, 1998, the FTA issued notice in the *Federal Register* of the publication and availability of the South/North DEIS.

On July 23, 1998, following extensive public involvement, four informational open houses, three public hearings and significant public comment, the Metro Council adopted Resolution No. 98-2674 adopting the Locally Preferred Strategy (LPS) for the South/North Light Rail Project. The LPS adopted the phased implementation of the Full-Length Light Rail Alternative between the Clackamas Regional Center and Vancouver, Washington with the first construction segment identified as the segment between the Linwood Park-and-Ride Lot in Clackamas County and the Rose Quarter Transit Center. In November 1998, the voters of the region did not re-approve a ballot measure to provide a portion of the local funding for the project. In response to the loss of the major local funding for the project, the regional and local officials held a series of *Listening Posts* during which the public was encouraged to

provide input on numerous transportation issues including the future of light rail and other transit improvements in the South/North Corridor.

More than 375 individual comments were received at the four *Listening Posts* and through correspondence with Metro and Tri-Met. The comments represented a broad cross-section of ideas, opinions, criticisms and suggestions for regional decision-makers to consider. Generally, the majority of people who commented supported the multi-modal emphasis that the region has adopted to address transportation problems. Fifty-seven percent of the people who commented indicated support for expanding the light rail system. This was reflected most strongly in the comments from the City of Portland and inner Multnomah County residents. Eighteen percent of those commenting were opposed to light rail in any configuration. Residents of Clackamas County voiced the strongest preference for increased road capacity and bus improvements and the least support for light rail.

Of the people commenting specifically on the South/North light rail project, many suggested moving forward with a shorter line and were particularly supportive of a north only line. Many also commented on the opportunity to capture available federal resources to help construct the line.

Proposed Amendment

Following the *Listening Posts*, local business and community members urged Tri-Met, the City of Portland and Metro to investigate a modified Interstate Avenue Alignment in the north portion of the corridor. The business and neighborhood leaders asked that the revised project have a significantly lower capital cost, fewer displacements and be affordable without the use of property tax revenues. The proposed modified alignment combines portions of the Interstate Avenue Alignment Alternative that was evaluated in the DEIS (between the Edgar Kaiser Medical Facility and the Kenton Neighborhood) with a new route on Interstate Avenue (between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility) that had not been evaluated in the DEIS. This new alternative is often referred to as Interstate MAX. The alignment for Interstate MAX is shown in Figure 1.

The modified alternative would result in an estimated savings of \$114 million, have approximately 130 fewer displacements and reduced environmental impacts, when compared to the alternatives evaluated in the DEIS. The project could also be constructed without an additional vote for new local funding. The major trade-off with these savings is the change in location of one station in the Eliot Neighborhood which would have provided somewhat better access to residential areas in the neighborhood and to Emanuel Hospital and the loss of one station on the edge of the Lloyd District which would have provided access to the Broadway/Weidler area north of the Coliseum.

In March 1999, the Federal Transit Administration determined that a Supplemental Draft Environmental Impact Statement (SDEIS) would be the appropriate vehicle for evaluation of the new Full-Interstate Alternative. On April 30, 1999, notice of availability of the North Corridor SDEIS was published in the *Federal Register*. Following publication of the SDEIS, a 45-day public comment period was held that included a public hearing on June 1, 1999.

Extensive public comment has been received during the public comment period with a large majority of those commenting supportive of the proposal. The public comment period ended June 14, 1999. All comments were compiled into a public comment document. Comments received have been distributed to the Interstate MAX Citizens Advisory Committee. Comments have also been distributed to the Portland City Council, the Tri-Met Board of Directors, JPACT and the Metro Council. Following review of the SDEIS and consideration of the public comments, the Interstate MAX Advisory

Committee, the Portland City Council and JPACT have recommended adoption of the revisions to the LPS for the North Corridor.

Next Steps

Following adoption of the proposed amendment to the Locally Preferred Strategy, the project schedule includes many steps:

- *July 1 - October 15*: Complete Preliminary Engineering and the Final Environmental Impact Statement;
- *August 31*: Submit New Starts rating criteria report to FTA for the Interstate MAX Project;
- *October 15 - November 1*: City of Portland and Tri-Met adopt formal financial commitments. These commitments will be forwarded to FTA prior to update of the New Starts criteria;
- *November 30*: Goal for receipt of Record of Decision from FTA acknowledging completion of the federal environmental process;
- *December 31*: Goal for receipt of FTA Letter of No Prejudice and permission to enter final design;
- *March 31, 2000*: Goal for signing Full-Funding Grant Agreement with FTA;
- *March 2001*: Start of construction; and
- *September 2004*: Opening for revenue service.

Exhibit A: North Corridor Locally Preferred Strategy Report

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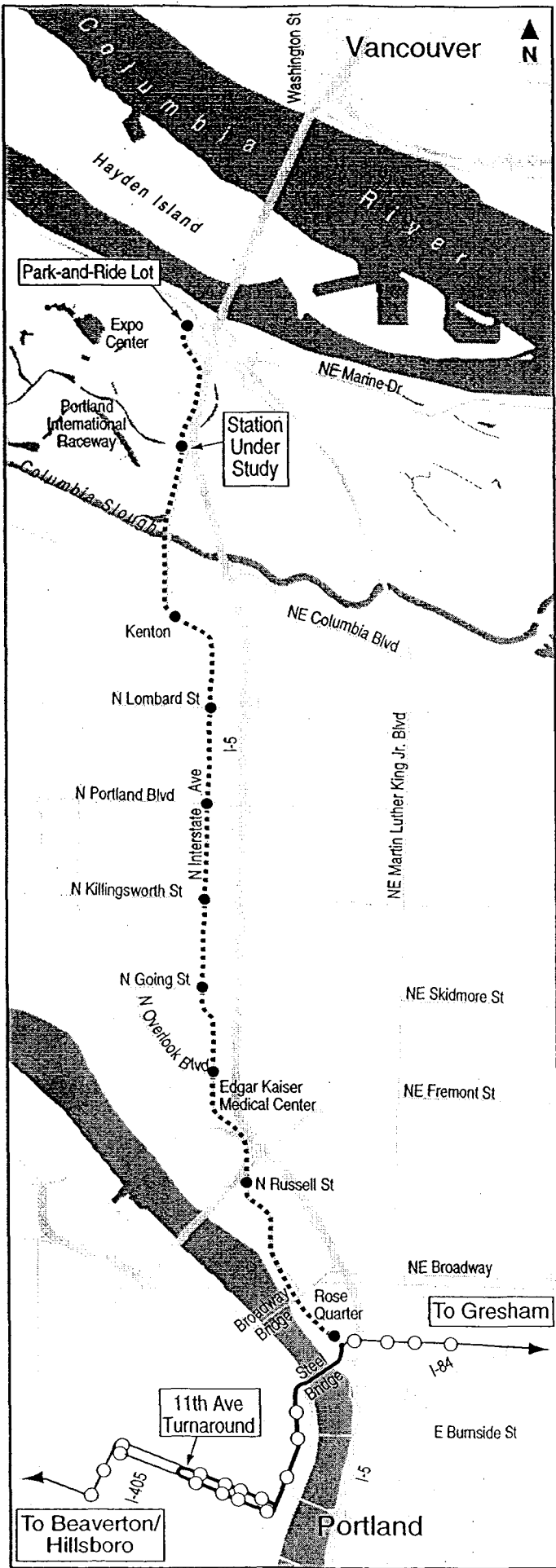
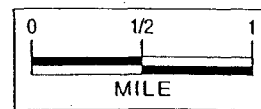


Figure 1
North Corridor Full-Interstate Alignment
Amended Locally Preferred Strategy

- Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations

June 1999



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 99-2806A
LOCALLY PREFERRED STRATEGY FOR THE)
SOUTH/NORTH LIGHT RAIL PROJECT TO) Introduced by:
DEFINE THE INTERSTATE MAX PROJECT AS) Councilor Kvistad, Chair
THE FIRST CONSTRUCTION SEGMENT AND) JPACT
TO AMEND THE FY 2000 UNIFIED WORK)
PROGRAM)

WHEREAS, The Federal Transit Administration and Metro have prepared a *South/North Corridor Project Draft Environmental Impact Statement* that evaluated numerous light rail alternatives in the South/North Corridor; and

WHEREAS, The Metro Council adopted Resolution 98-2674 on July 23, 1998, defining the *Locally Preferred Strategy* for the South/North Light Rail Project; and

WHEREAS, In November 1998, voters in the Portland metropolitan region did not approve a ballot measure that would have reaffirmed the region's 1994 voters' approval of local funding for the South/North Corridor Light Rail Project; and

WHEREAS, In response to the loss of local funding for the project, Metro sponsored a series of "Listening Posts" throughout the region to better understand the public's perception of the region's transportation needs; and

WHEREAS, Following the "Listening Posts," public officials concluded that there was public support for continuing to work toward transit solutions in the South and North Corridors; and

WHEREAS, Business and community leaders requested that the region further evaluate a Full-Interstate Avenue Alternative in the North Corridor (referred to as Interstate MAX); and

WHEREAS, The Interstate MAX alternative would have no displacements of residences and businesses and would cost approximately \$114 million less than the previously adopted alignment; and

WHEREAS, Metro, Tri-Met and FTA have prepared a *Supplemental Draft Environmental Impact Statement* (SDEIS) evaluating the Full-Interstate Alignment Alternative; and

WHEREAS, Notice of availability of the SDEIS was published in the *Federal Register* on April

30, 1999; and

WHEREAS, Following the publication of the SDEIS, there was a 45-day public comment period that included a public hearing; and

WHEREAS, The Interstate MAX Project is projected to carry 14,100 light rail riders which includes 4,400 new transit riders, and the trip between the Expo Center and Portland Central Business District (CBD) is projected to be 46 percent faster on light rail than on the bus; and

WHEREAS, The Interstate MAX Advisory Committee comprised of neighborhood leaders, citizens and business owners with interests in the North Corridor, has met numerous times during the preparation of the SDEIS and the public comment period and has reviewed public testimony and recommends the Full-Interstate Alignment move forward; and

WHEREAS, The FY 2000 Unified Work Program was previously adopted by Resolution No. 99-2756 and did not include the preparation of an FEIS and Preliminary Engineering in the North Corridor; and

WHEREAS, The Portland City Council unanimously recommended the amended Locally Preferred Strategy at its June 16, 1999 meeting; and

WHEREAS, JPACT unanimously recommended the amended Locally Preferred Strategy at its June 17, 1999 meeting; now, therefore,

BE IT RESOLVED,

That the Metro Council:

- Amends the South/North Locally Preferred Strategy to include the Full-Interstate Alignment (Interstate MAX) in the North Corridor; and
- Amends the Locally Preferred Strategy to define the Interstate MAX Project as the first construction segment; and
- Directs Metro to work together with Tri-Met, the City of Portland and the Federal Transit Administration to complete the North Corridor Preliminary Engineering and publish the North

Corridor Final Environmental Impact Statement based upon the amended Locally Preferred Strategy; and

- Amends the FY 2000 Unified Work Program to be consistent with these amendments to the Locally Preferred Strategy.

ADOPTED by the Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel



South
North

Transit Corridor Study

North Corridor

Draft Locally Preferred Strategy Amendment Report

June 1999



METRO



U.S. Department
of Transportation
Federal Transit
Administration

TABLE OF CONTENTS

1.0 Introduction.....	1
2.0 Alternatives Considered.....	2
3.0 Description of the North Corridor Amended Locally Preferred Strategy.....	2
3.1 Overview of the Amended LPS Alignment.....	2
3.2 Downtown Portland to Rose Quarter Segment.....	3
3.3 Eliot Segment.....	3
3.4 North Portland Segment.....	3

Appendix A	Amended Locally Preferred Strategy Maps
Appendix B	Metro Council and JPACT Resolutions
Appendix C	Interstate MAX Advisory Committee Recommendations
Appendix D	City of Portland and Tri-Met Resolutions

1.0 Introduction

In July 1998, the Metro Council selected a Locally Preferred Strategy (LPS) for the South/North Corridor Project. This LPS was the region's preferred light rail alignment that was to be the subject of detailed Preliminary Engineering and a *Final Environmental Impact Statement*. However, in November 1998, local voters did not approve a measure that would have funded the first construction segments of the light rail line selected as the LPS. In early 1999, community and business leaders suggested to Tri-Met and Metro that an alignment in the North Corridor solely along Interstate Avenue would be less expensive and require no displacements compared to the LPS alignment in the North Corridor. Tri-Met developed the design further and Metro produced the *South/North Corridor Supplemental Draft Environmental Impact Statement (SDEIS)*, published in the *Federal Register* on April 30, 1999. The publication of the SDEIS allowed the Full-Interstate Alignment to be considered as an amended LPS for the North Corridor.

This North Corridor Locally Preferred Strategy Amendment report defines the Full-Interstate Alignment Alternative, or Interstate MAX, as the Amended LPS for the North Corridor. It also serves as the basis for the amendment of the original July 1998 LPS for the South/North Corridor to include the Full-Interstate Alignment Alternative and to make the Full-Interstate Alignment Alternative the first light rail construction segment in the Corridor.

Appendix A of this report provides maps of the Amended LPS described in this report. This report will be considered for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) on June 17, 1999 and by the Metro Council on June 24, 1999. These resolutions and staff reports will be included as Appendix B. The Interstate MAX Advisory Committee began formulating its recommendations on June 9, 1999. The committee's report will be included as Appendix C. Appendix D will include resolutions by the Tri-Met Board of Directors scheduled for June 23, 1999 and the Portland City Council, scheduled for June 15, 1999.

The selection of the amended LPS will be based upon:

- 1) Review of Public Comment
- 2) Information included in the *South/North Corridor Project Supplemental Draft Environmental Impact Statement*
- 3) The project's adopted goals, and consistency with its purpose and need; and
- 4) Consideration of recommendations from the following committees and jurisdictions
 - Interstate Max Advisory Committee (June 9, 1999)
 - Portland City Council (June 15, 1999)
 - Joint Policy Advisory Committee on Transportation (June 17, 1999)
 - Tri-Met Board of Directors (June 23, 1999)

This LPS amendment report will form the basis of subsequent project activities such as the development of Preliminary Engineering, the preparation of the North Corridor Final Environmental Impact Statement (FEIS), preparation of the FEIS finance plan and development of the Land Use Final Order (LUFO), which will follow the completion of the FEIS.

2.0 Alternatives Considered

The *South/North Corridor Project Locally Preferred Strategy Report*, July, 1998 considered a No-Build Alternative, all of the light rail length (Minimum Operating Segment) alternatives, alignment alternatives, and design options developed for nine distinct corridor segments in the *South/North Corridor Project Draft Environmental Impact Statement* (DEIS). The 1998 LPS was selected from the alternatives developed and evaluated in the DEIS.

In the North Corridor, the 1998 LPS would have included ten stations north of the Rose Quarter Transit Center. North of the Rose Quarter Transit Center, the alignment crossed under Interstate 5 (I-5). The alignment would then parallel the east side of I-5, serving Emanuel Hospital, to approximately Fremont Avenue, where the alignment crossed over to the west side of I-5. The 1998 LPS called for a study of "crossovers" between I-5 and Interstate Avenue between Killingsworth and Lombard. North of Killingsworth, the alignment would be located in the median of Interstate Avenue to the Kenton area, where the alignment would transition to Denver Avenue. The alignment would have reached the Expo Center by traveling between I-5 and Expo Road, to an Expo Station.

3.0 Description of the North Corridor Amended Locally Preferred Strategy

3.1 Overview of the Amended LPS Alignment

The Amended Locally Preferred Strategy is the Full-Interstate Alignment Alternative as defined in the SDEIS (Figure B1). The Eliot Segment is detailed in Figure B2 and for the North Portland Segment is detailed in Figure B3.

The Amended Locally Preferred Strategy would result in the construction of 5.63 miles of new light rail track and nine new light rail stations. The alternative would operate on 1.46 miles of existing track between the SW 11th Avenue downtown Portland turnaround and the Rose Quarter Transit Center for a total of 7.09 miles. The alignment includes a new alignment not studied in the DEIS, on Interstate Avenue between the Rose Quarter Transit Center and the Edgar Kaiser Medical Center. The alignment north of Kaiser is generally in the same location as the DEIS Interstate Avenue Alternative, with significant design changes to reduce displacements and cost. The Amended LPS Alignment would include generally the same bus service improvements in the North Corridor as identified with the light rail alternatives described in the DEIS. Final bus service plans will be developed by Tri-Met in close coordination with the community. The Amended Locally Preferred Strategy alignment would cost \$223.4 million to construct in 1994 dollars, or \$350 million in year-of-expenditure dollars.

As mentioned above, the DEIS describes the Tri-Met and C-TRAN transit systems and the No-Build Alternative. These descriptions remain generally the same for the Amended Locally Preferred Strategy. The SDEIS describes the Full-Interstate Alignment Alternative and its environmental

impacts that differ significantly from those disclosed in the DEIS. Tri-Met's *North Corridor Conceptual Plans for Light Rail Interstate MAX Alignment* (Tri-Met: April, 1999) provides a more detailed description of the Full Interstate Alignment Alternative. The three main segments of the line are described below.

3.2 *Downtown Portland to Rose Quarter Segment*

The Amended LPS alignment would utilize the existing east-west light rail alignment between the downtown turnaround located at SW 11th Avenue (between SW Yamhill and SW Morrison Streets) and the Rose Quarter Transit Center. The new light rail alignment would split from the east-west alignment on the eastside of the Steel Bridge in the vicinity of the Rose Quarter Transit Center, where the alignment would turn north into the center of N Interstate Avenue. A new station would be located at the corner of N Multnomah and N Interstate Avenue adjacent to the Rose Garden and about 200 yards west of the Rose Quarter Transit Center.

3.3 *Eliot Segment*

North from the Rose Quarter, the tracks would be aligned in the middle of N Interstate Avenue and pass underneath the Broadway Bridge. Two vehicular travel lanes would be provided for northbound traffic and one lane would be provided for southbound traffic on N Interstate Avenue between N Multnomah and N Larrabee. North of the Broadway Bridge, the alignment, one general traffic lane and a bike lane in each direction would generally fit within the existing N Interstate Avenue right-of-way (the right-of-way width varies in this segment between 80 and 100-feet). North of the Rose Quarter station, the trackway would be tie-and-ballast. A center platform station would be located between N Russell and N Knott Streets on N Interstate Avenue.

Truck access into the Lower Albina Industrial District would be provided at N Tillamook Street at the location of the City of Portland's proposed Lower Albina Overpass. Turning lanes would be provided at N Tillamook Street, N Russell Street, N Knott Street and N Greeley Avenue. From the intersection of N Greeley Avenue, the alignment would proceed on a five to six percent grade up to Overlook Park and the Edgar Kaiser Medical Center. A traffic signal would be modified and turn lanes provided to allow access into Kaiser medical buildings on the east and west sides of N Interstate Avenue. The Overlook Station would have a center platform located in the center of N Interstate Avenue at N Overlook Boulevard.

3.4 *North Portland Segment*

North of N Overlook Boulevard the Amended LPS alignment would continue to occupy the median of the roadway. Compared to existing conditions, one travel lane is eliminated in each direction in order to retain on-street parking and avoid displacements. A bicycle lane is added in each direction.

The Amended LPS alignment would be constructed almost entirely within the existing 100-foot N Interstate Avenue right-of-way. The pedestrian crossings for the new alternative would be provided

through pedestrian-activated signals as opposed to the Z-type pedestrian crossings that were defined for the Interstate Avenue Alternative in the DEIS. The Amended LPS alignment on N Interstate Avenue would have fewer displacements, fewer traffic lanes and fewer on-street parking spaces at the intersections of N Interstate and N Going Street, N Killingsworth Street, N Portland Boulevard, N Lombard Street and N Denver Avenue than the DEIS Interstate Avenue Alternative.

Within the 100-foot right-of-way of N Interstate Avenue, the Amended LPS Alignment would provide for sidewalks, bicycle lanes, one auto lane in each direction and two sets of light rail tracks. On-street parking would be maintained in most areas except at intersections with either traffic or pedestrian-activated signals. The light rail trackway is proposed to be tie-and-ballast between the Steel Bridge and the Expo Center.

Stations would be located at N Going Street, N Killingsworth Street, N Portland Boulevard, and N Lombard Street, identical to the locations studied for the Interstate Avenue Alignment as described in the DEIS. In comparison, the alignment has been modified in the Kenton area to avoid impacting a historical structure and other potential displacements. As a result, the Kenton Station would be shifted one block to the southeast and the alignment would be shifted from the eastside into the middle of the street at the N Argyle at N Denver Avenue intersection.

North of the Kenton Station, the Denver Avenue Viaduct over N Columbia Boulevard and an existing bridge over the Columbia Slough would be replaced with two combined light rail and traffic bridges. The DEIS Interstate Avenue Alternative includes proposed new light rail only bridges on the eastside of the Denver Viaduct. The new bridge would cross over Columbia Slough with a vertical clearance of at least 34 feet Columbia River Datum (CRD) and a horizontal clearance of at least 66 feet.

The Amended LPS alignment would cross over the southbound N Denver Avenue traffic lane on an elevated structure to a potential event-only station located on the eastside of the intersection of N Expo Road and N Broadacre Street adjacent to the entrance of the Portland International Raceway (PIR). This station is still under study by Tri-Met and has not been included in the calculation of transit ridership or capital and operating costs. The station location and cost will be developed further in Preliminary Engineering and the FEIS.

From N Broadacre Street, the alignment would proceed north between the I-5 Freeway and N Expo Road to a terminus station located in the existing Expo Center parking lot. An approximately 600-space park-and-ride lot would be developed. A new traffic signal at N Marine Drive and the Expo Center would provide access into the park-and-ride lot.

Appendix A

Maps of Amended North Corridor Locally Preferred Strategy

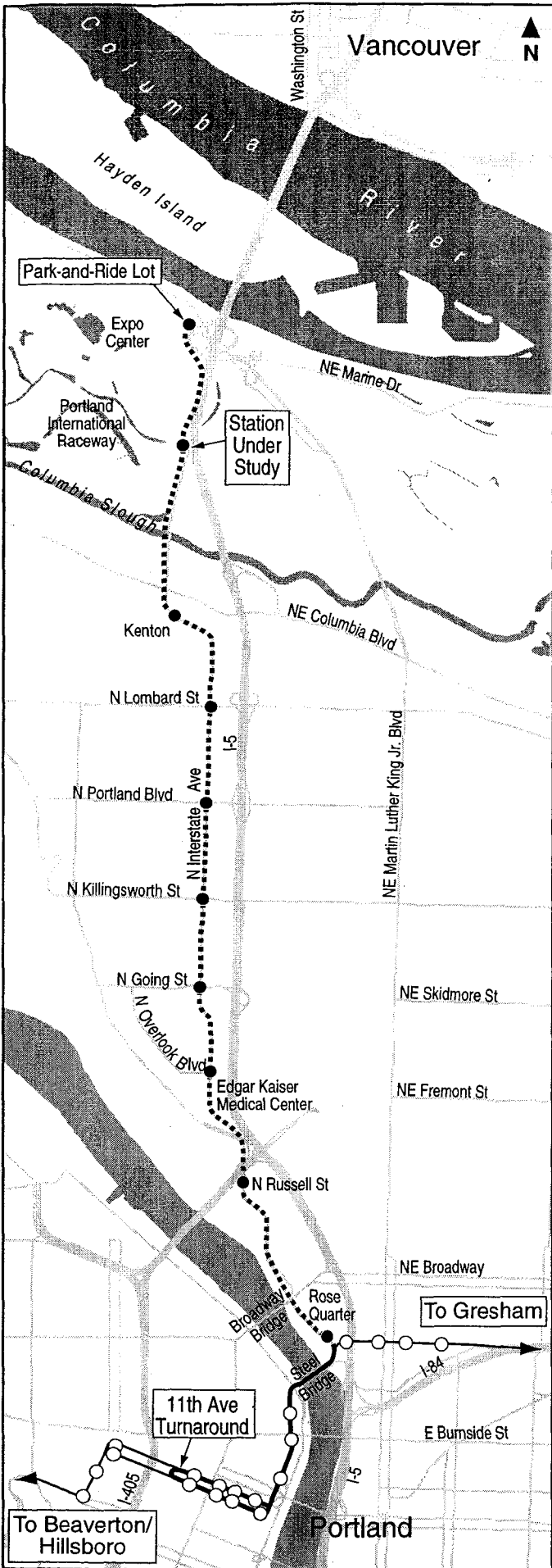


Figure A.1
Amended Locally Preferred Strategy
North Corridor Full-Interstate Alignment

- Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations

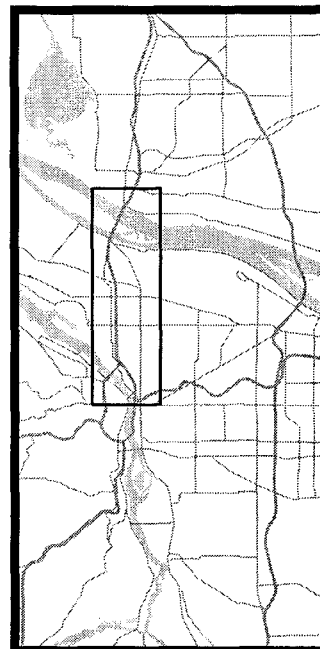
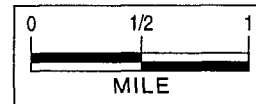





Figure A.2
Amended Locally Preferred Strategy
North Corridor Full-Interstate Alignment
Eliot Segment

-  LRT Alignment
-  Station
-  Existing Railroad

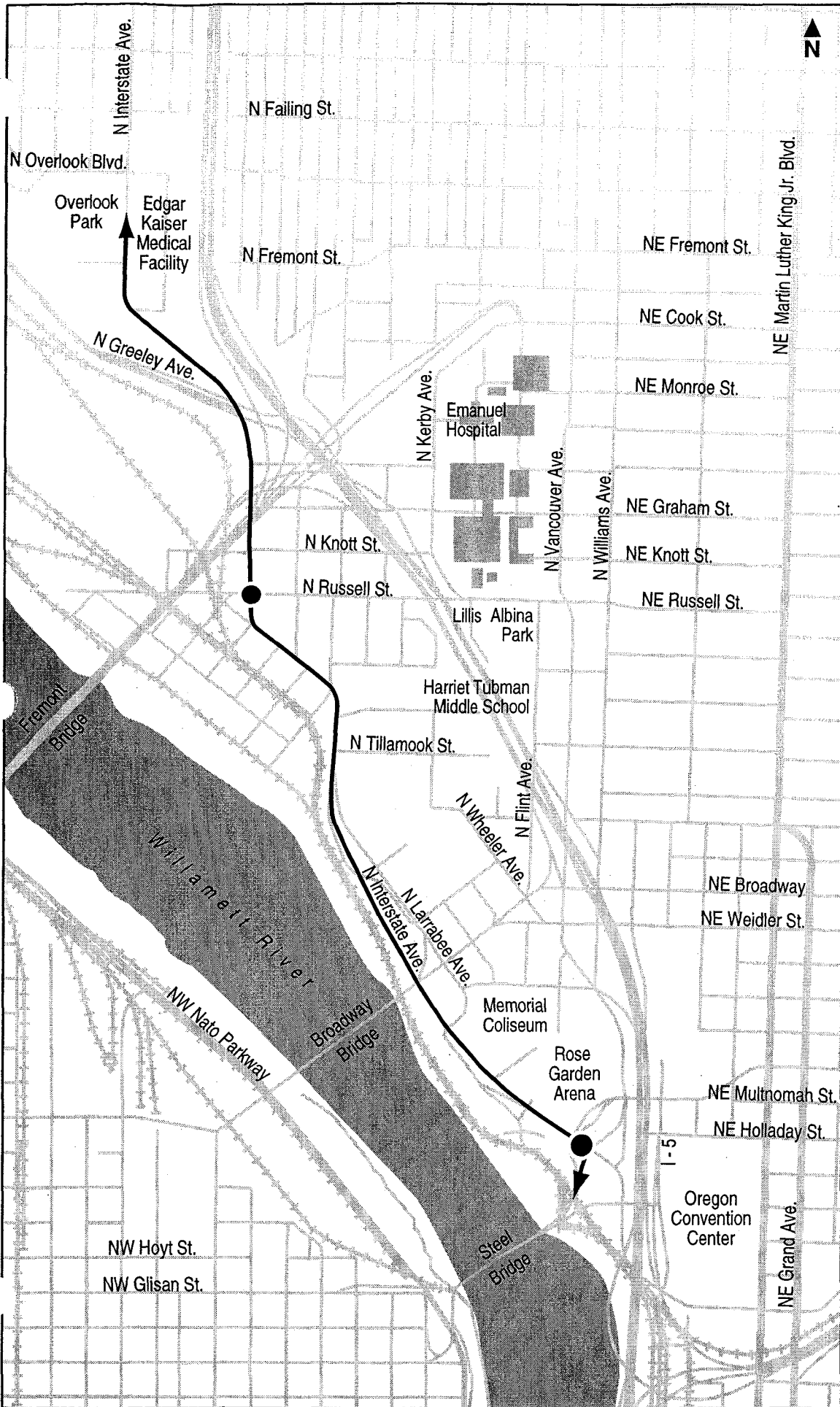
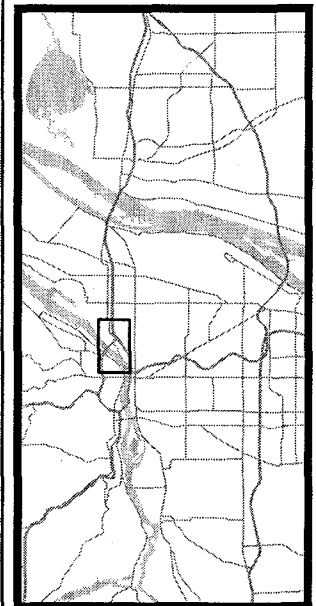
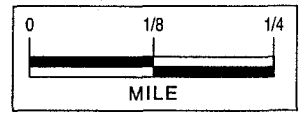
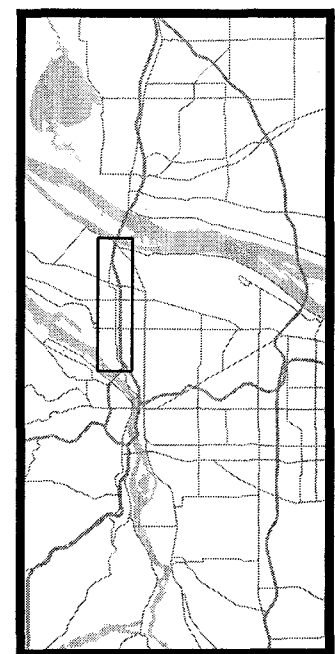
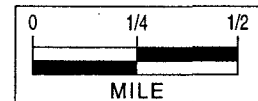
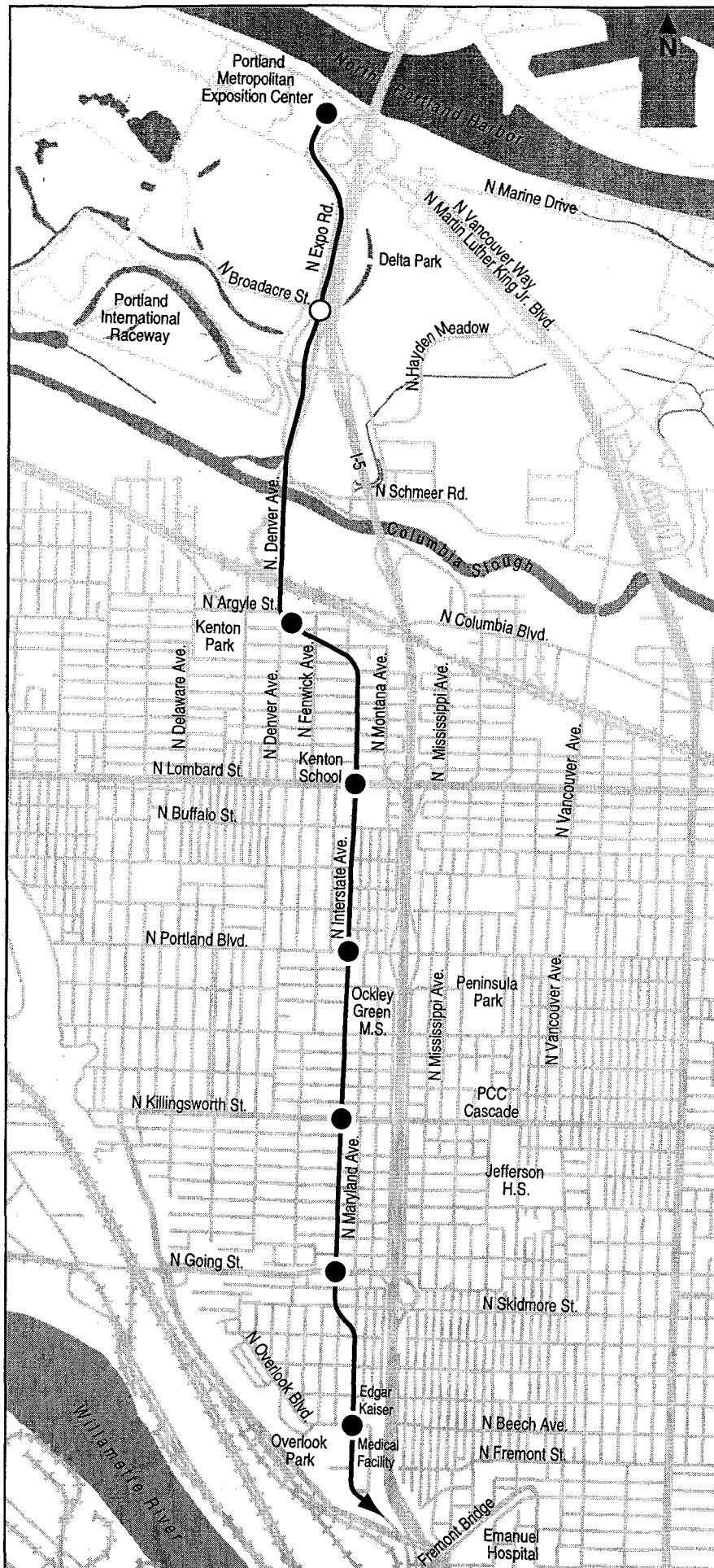


Figure A.3
Amended Locally Preferred Strategy
North Corridor Full-Interstate Alignment
North Portland Segment

- LRT Alignment
- Station
- Station under study
- Existing Railroad



Appendix B

JPACT and Metro Council Resolutions

Appendix C

Interstate MAX Advisory Committee Recommendations

Appendix D

Tri-Met Board and Portland City Council Resolutions

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2806 FOR THE PURPOSE OF AMENDING THE LOCALLY PREFERRED STRATEGY FOR THE SOUTH/NORTH LIGHT RAIL PROJECT TO DEFINE THE INTERSTATE MAX PROJECT AS THE FIRST CONSTRUCTION SEGMENT AND TO AMEND THE FY 2000 UNIFIED WORK PROGRAM

Date: June 9, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution adopts Exhibit A, the revised *Locally Preferred Strategy Report* as an amendment to the South/North Corridor Locally Preferred Strategy. It defines the Full-Interstate Alignment as the alignment choice for the proposed light rail project, and it identifies the Rose Quarter Transit Center and Expo Center as the termini for the first construction segment. The resolution also directs project staff to complete Preliminary Engineering and prepare the North Corridor Final Environmental Impact Statement (FEIS) based on this revised Locally Preferred Strategy (LPS) and amends the FY 2000 Unified Work Program to be consistent with these amendments.

The Interstate MAX Citizens Advisory Committee met on June 9, 1999 and recommended the Full-Interstate Alternative move forward. The Portland City Council will review the proposed amendment to the LPS at its June 15, 1999 meeting. JPACT will review the proposed revision to the Locally Preferred Strategy at its June 17, 1999 meeting. The Tri-Met Board of Directors will review the proposed amendment at its June 23, 1999 meeting.

FACTUAL BACKGROUND AND ANALYSIS

The South/North Transit Corridor Study was initiated in April 1993 when the Metro Council adopted Resolution No. 93-1784 that selected the Milwaukie and I-5 North Corridors as the region's high capacity transit priority corridors to be studied further through the federal project development and environmental process. In October 1993, the Federal Transit Administration issued notice in the *Federal Register* of intent to prepare an Environmental Impact Statement in the South/North Corridor.

Following a series of steps (including Scoping, Narrowing of Alternatives, Design Option Narrowing, Major Investment Study and Cost Cutting), the project defined a set of alternatives to be studied in the *Draft Environmental Impact Statement (DEIS)*. The DEIS and supporting reports documented the anticipated benefits, costs and impacts that would be associated with the alternatives and options under study. On February 27, 1998, the FTA issued notice in the *Federal Register* of the publication and availability of the South/North DEIS.

On July 23, 1998, following extensive public involvement, four informational open houses, three public hearings and significant public comment, the Metro Council adopted Resolution No. 98-2674 adopting the Locally Preferred Strategy (LPS) for the South/North Light Rail Project. The LPS adopted the phased implementation of the Full-Length Light Rail Alternative between the Clackamas Regional Center and Vancouver, Washington with the first construction segment identified as the segment between the Linwood Park-and-Ride Lot in Clackamas County and the Rose Quarter Transit Center. In November 1998, the voters of the region did not re-approve a ballot measure to provide a portion of the local funding for the project. In response to the loss of the major local funding for the project, the regional and local officials held a series of *Listening Posts* during which the public was encouraged to

provide input on numerous transportation issues including the future of light rail and other transit improvements in the South/North Corridor.

More than 375 individual comments were received at the four *Listening Posts* and through correspondence with Metro and Tri-Met. The comments represented a broad cross-section of ideas, opinions, criticisms and suggestions for regional decision-makers to consider. Generally, the majority of people who commented supported the multi-modal emphasis that the region has adopted to address transportation problems. Fifty-seven percent of the people who commented indicated support for expanding the light rail system. This was reflected most strongly in the comments from the City of Portland and inner Multnomah County residents. Eighteen percent of those commenting were opposed to light rail in any configuration. Residents of Clackamas County voiced the strongest preference for increased road capacity and bus improvements and the least support for light rail.

Of the people commenting specifically on the South/North light rail project, many suggested moving forward with a shorter line and were particularly supportive of a north only line. Many also commented on the opportunity to capture available federal resources to help construct the line.

Proposed Amendment

Following the *Listening Posts*, local business and community members urged Tri-Met, the City of Portland and Metro to investigate a modified Interstate Avenue Alignment in the north portion of the corridor. The business and neighborhood leaders asked that the revised project have a significantly lower capital cost, fewer displacements and be affordable without the use of property tax revenues. The proposed modified alignment combines portions of the Interstate Avenue Alignment Alternative that was evaluated in the DEIS (between the Edgar Kaiser Medical Facility and the Kenton Neighborhood) with a new route on Interstate Avenue (between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility) that had not been evaluated in the DEIS. This new alternative is often referred to as Interstate MAX. The alignment for the Full-Interstate Alignment is shown in Figure 1.

The modified alternative would result in an estimated savings of \$114 million, have approximately 130 fewer displacements and reduced environmental impacts, when compared to the alternatives evaluated in the DEIS. The project could also be constructed without an additional vote for new local funding. The major trade-off with these savings is the change in location of one station in the Eliot Neighborhood which would have provided somewhat better access to residential areas in the neighborhood and to Emanuel Hospital and the loss of one station on the edge of the Lloyd District which would have provided access to the Broadway/Weidler area north of the Coliseum.

In March 1999, the Federal Transit Administration determined that a Supplemental Draft Environmental Impact Statement (SDEIS) would be the appropriate vehicle for evaluation of the new Full-Interstate Alternative. On April 30, 1999, notice of availability of the North Corridor SDEIS was published in the *Federal Register*. Following publication of the SDEIS, a 45-day public comment period was held that included a public hearing on June 1, 1999.

Extensive public comment has been received so far during the public comment period with a large majority of those commenting supportive of the proposal. The public comment period will end June 14, 1999. All comments will be compiled into a public comment document. Comments received to date have been distributed to the Interstate MAX Citizens Advisory Committee. All comments will be distributed to the Portland City Council, the Tri-Met Board of Directors, JPACT and the Metro Council.

Following review of the SDEIS and consideration of the public comments, all of these bodies will make recommendations on the proposed revisions to the LPS for the North Corridor.

Next Steps

Following adoption of the proposed amendments to the Locally Preferred Strategy, the project schedule includes many steps:

- *July 1 - October 15*: Complete Preliminary Engineering and the Final Environmental Impact Statement;
- *August 31*: Submit new starts rating criteria report to FTA for the Interstate MAX Project;
- *October 15 - November 1*: City of Portland and Tri-Met adopt formal financial commitments. These commitments will be forwarded to FTA prior to update of the new starts criteria;
- *November 30*: Goal for receipt of Record of Decision from FTA acknowledging completion of the Federal environmental process;
- *December 31*: Goal for receipt of FTA letter of no prejudice and permission to enter final design;
- *March 31, 2000*: Goal for signing full funding grant agreement with FTA;
- *March 2001*: Start of Construction; and
- *September 2004*: Opening for revenue service.

Exhibit A: North Corridor Locally Preferred Strategy Report

I:99-2806.res.doc
SK:lmk
6-10-99

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 99-2806
LOCALLY PREFERRED STRATEGY FOR THE)
SOUTH/NORTH LIGHT RAIL PROJECT TO) Introduced by:
DEFINE THE INTERSTATE MAX PROJECT AS) Councilor Kvistad, Chair
THE FIRST CONSTRUCTION SEGMENT AND) JPACT
TO AMEND THE FY 2000 UNIFIED WORK)
PROGRAM)

WHEREAS, The Federal Transit Administration and Metro have prepared a *South/North Corridor Project Draft Environmental Impact Statement* that evaluated numerous light rail alternatives in the South/North Corridor; and

WHEREAS, The Metro Council adopted Resolution 98-2674 on July 23, 1998, defining the *Locally Preferred Strategy* for the South/North Light Rail Project; and

WHEREAS, In November 1998, voters in the Portland metropolitan region did not approve a ballot measure that would have reaffirmed the region's 1994 voters' approval of local funding for the South/North Corridor Light Rail Project; and

WHEREAS, In response to the loss of local funding for the project, Metro sponsored a series of "Listening Posts" throughout the region to better understand the public's perception of the region's transportation needs; and

WHEREAS, Following the "Listening Posts," public officials concluded that there was public support for continuing to work toward transit solutions in the South and North Corridors; and

WHEREAS, Business and community leaders requested that the region further evaluate a Full-Interstate Avenue Alternative in the North Corridor (referred to as Interstate MAX); and

WHEREAS, The Interstate MAX alternative would have no displacements of residences and businesses and would cost approximately \$114 million less than the previously adopted alignment; and

WHEREAS, Metro, Tri-Met and FTA have prepared a *Supplemental Draft Environmental Impact Statement* (SDEIS) evaluating the Full-Interstate Alignment Alternative; and

WHEREAS, Notice of availability of the SDEIS was published in the *Federal Register* on April 30, 1999; and

WHEREAS, Following the publication of the SDEIS, there was a 45-day public comment period that included a public hearing; and

WHEREAS, The Interstate MAX project is projected to carry 14,100 light rail riders which includes 4,400 new transit riders, and the trip between the Expo Center and Portland Central Business District (CBD) is projected to be 46 percent faster on light rail than on the bus; and

WHEREAS, The Interstate MAX Advisory Committee comprised of neighborhood leaders, citizens and business owners with interests in the North Corridor, has met numerous times during the preparation of the SDEIS and the public comment period and has reviewed public testimony and recommends the Full-Interstate Alignment move forward; and

WHEREAS, The FY 2000 Unified Work Program was previously adopted by Resolution No. 99-2756 and did not include the preparation of an FEIS and Preliminary Engineering in the North Corridor; now, therefore,

BE IT RESOLVED,

That the Metro Council:

- Amends the South/North Locally Preferred Strategy to include the Full-Interstate Alignment (Interstate MAX) in the North Corridor; and
- Amends the Locally Preferred Strategy to define the Interstate MAX Project as the first construction segment; and
- Directs Metro to work together, with Tri-Met, the City of Portland and the Federal Transit Administration to complete the North Corridor Preliminary Engineering and publish the North Corridor Final Environmental Impact Statement based upon the amended Locally Preferred Strategy; and

- Amends the FY 2000 Unified Work Program to be consistent with these amendments to the Locally Preferred Strategy.

ADOPTED by the Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

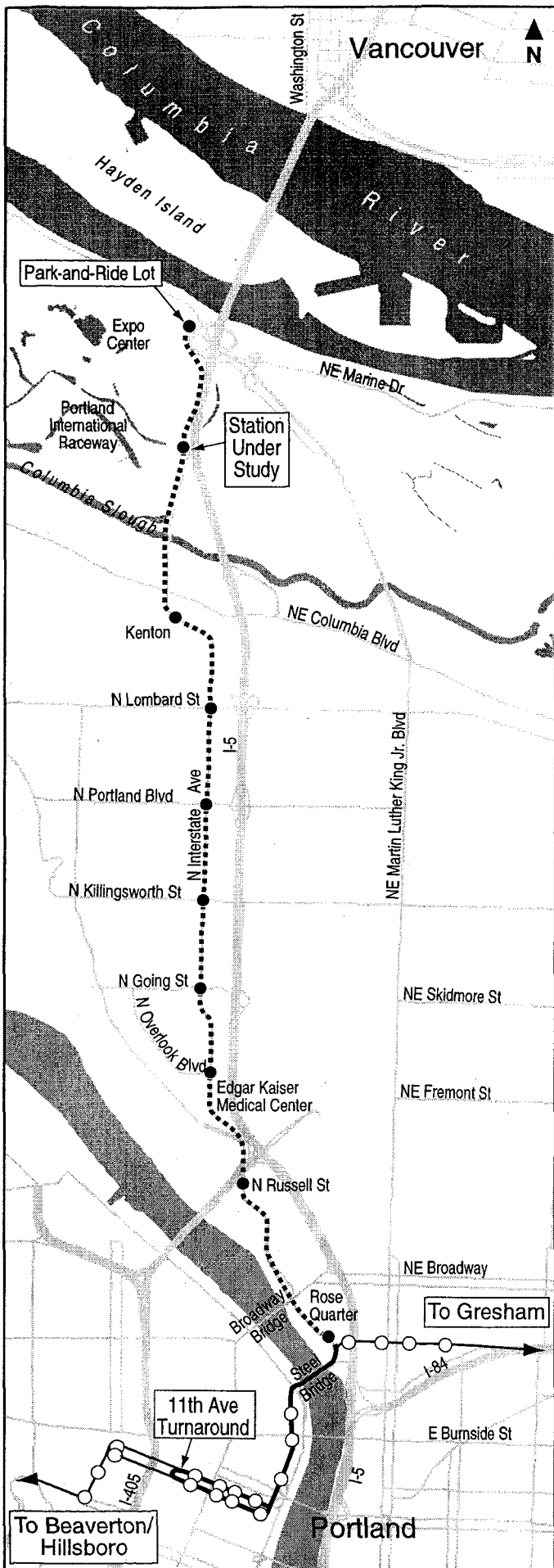
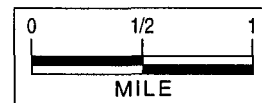


Figure 1
North Corridor Full-Interstate Alignment
Amended Locally Preferred Strategy

- Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations



June 1999



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
1120 SW 5TH AVENUE, SUITE 1515
PORTLAND, OREGON 97204
(503) 248-3308

BEVERLY STEIN ● CHAIR OF THE BOARD
DIANE LINN ● DISTRICT 1 COMMISSIONER
SERENA CRUZ ● DISTRICT 2 COMMISSIONER
LISA NAITO ● DISTRICT 3 COMMISSIONER
SHARRON KELLEY ● DISTRICT 4 COMMISSIONER

June 10, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Chair Kvistad,

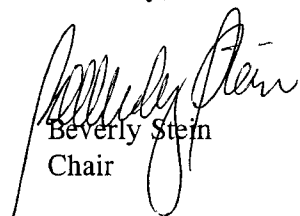
We are writing in support of the financing strategy for the North LRT/South Corridor transportation plan. It is obvious that resources need to be dedicated to improve alternative modes of transportation along this critical corridor. The strategy adequately addresses those needs in a fair manner.

We specifically support the following strategies in the proposal:

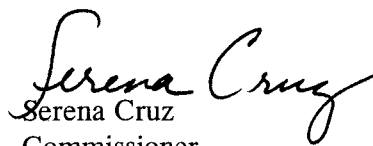
- Using up to \$55 million of the STP Flexible Reserve for the North LRT project. These funds were previously dedicated to the South/North LRT and should be used to support the North LRT project.
- Tapping into Federal Funding for the corridor. We do not have the dollars available locally to fund these projects. It is critical that we tap into these funds and use them to reinvest in our communities. If they are not used in our region, they will be used elsewhere.
- The commitments of the City of Portland, Clackamas County and Tri-Met to invest in the corridor.

It is obvious that a lot of thought and long-range planning has gone into this financing strategy. We support this financing strategy and urge JPACT to approve it.


Sincerely,


Beverly Stein
Chair


Diane Linn
Commissioner


Serena Cruz
Commissioner


Lisa Naito
Commissioner


Sharron Kelley
Commissioner

Engrossed

*Reflects JPACT
action*

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2804A FOR THE PURPOSE OF
ENDORING THE INTERSTATE MAX LIGHT RAIL TRANSIT PROJECT AND
SOUTH CORRIDOR FINANCING STRATEGY AND AMENDING THE
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 17, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution would reserve up to \$55 million of Surface Transportation Program funds for the Interstate MAX project and create an STP Flexible Reserve account of \$20-30 million to be allocated first for projects in the South Corridor. The resolution also endorses other local funding commitments to the entire corridor.

JPACT unanimously recommends adoption of this resolution.

FACTUAL BACKGROUND AND ANALYSIS

On January 23, 1997, the Metro Council adopted Resolution 96-2442 that committed \$55 million in Surface Transportation Program funds as local match for the South/North Light Rail Project. This commitment combined with \$475 million in General Obligation bonds that were to be issued by Tri-Met would have provided the local matching funds to construct a light rail project in the South/North Corridor from the Clackamas Regional Center to Kenton.

In February 1998, through the Locally Preferred Strategy (LPS) decision, the Metro Council defined the segment between the Rose Quarter and Clackamas Regional Center as the first construction segment. The Tri-Met Board referred the original bond measure back to the voters in the November 1998 general election because the definition of the project had changed since the 1994 approval of the project's local funding. The measure was not reapproved.

In response to the defeat of the November 1998 local funding measure for the South/North Light Rail Project, Metro held a series of "listening posts"/public meetings to take comments on what direction the region should pursue to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the Listening Post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong, particularly to North Portland. Clackamas County residents voiced the strongest support for increased road capacity and bus expansion and the least support for light rail.

A group of business and community leaders presented the idea for a full Interstate Avenue MAX line to the Tri-Met Board on March 24, 1999. The Board felt the line had promise due to its \$114 million reduced cost, zero displacements, generally reduced environmental impacts compared to the South/North alignment in North Portland, and the ability to construct the smaller project with available resources.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation (JPACT), Metro and Tri-Met staff were directed to more fully develop the concept of the Interstate MAX light rail line. In addition, Metro staff were directed to prepare a work program that outlines a program to advance non-light rail transit options in the South Corridor. The *South/North Corridor Supplemental Draft Environmental Impact Statement* (SDEIS) which was published in the *Federal Register* on April 30, 1999. The *South Corridor Transportation Alternatives Work Program* was also prepared pursuant to JPACT direction.

Reserving up to \$55 million in STP funds (from the South/North Light Rail Project) for the Interstate MAX project and creating an STP Flexible Reserve fund of \$20-30+ million for South Corridor transportation improvements ensures that the transportation needs of the South/North Corridor will continue to be addressed. More details of the finance plan are described in Exhibit A of the resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 99-2804A
INTERSTATE MAX LIGHT RAIL TRANSIT)
PROJECT AND SOUTH CORRIDOR FINANCING) Introduced by:
STRATEGY AND AMENDING THE) Councilor Kvistad, Chair
METROPOLITAN TRANSPORTATION) JPACT
IMPROVEMENT PROGRAM)

WHEREAS, The Metro Council adopted Resolution 96-2442 on January 23, 1997 that committed \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the periods of FY 99-2009; and

WHEREAS, Metro and Tri-Met have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) evaluating the Full-Interstate Alignment Alternative (Interstate MAX); and

WHEREAS, Tri-Met requested and Metro is considering through Resolution No. 99-2806 amendments to the South/North Locally Preferred Strategy (LPS) to select the Full-Interstate Alignment Alternative and to define the North Corridor between the Rose Quarter and Expo Center as the first construction segment; and

WHEREAS, Metro Council is considering Resolution 99-2795 that amends the Unified Work Program to add the South Corridor Transportation Alternatives Study to examine and implement selected transit or alternative transportation solutions in the south segment of the South/North Corridor and requires that \$1.5 million of the \$55 million in STP funds be used to fund the South Corridor Transportation Alternatives Study; and now, therefore,

WHEREAS, JPACT unanimously recommends the attached North Corridor Light Rail and South Corridor financing strategy; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Endorses the Interstate MAX Light Rail Transit Project and South Corridor Financing Strategy as reflected in Exhibit A.

2. Amends the Metropolitan Transportation Improvement Program accordingly.

ADOPTED by the Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

DU:lmk
99-2804A.RES.DOC
6-17-99

Exhibit "A" (Amended)
North LRT/South Corridor Transit Financing Strategy

1. The Region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
2. The Region will pursue Federal Transit "~~Bus~~" funding for South Corridor Bus Improvements. The specific projects are subject to conducting ~~completing~~ a South Corridor improvement study and defining eligible projects. ~~It is anticipated at this time that the region will pursue approximately \$35 million.~~
3. Metro will modify the commitment of Regional STP funds toward meeting the needs in the corridor as follows:

	<u>Current Allocation</u>	<u>Proposed Allocation</u>
FY '99	\$1.5	\$1.5
FY '00	\$6.0	\$6.0
FY '01	\$6.0	\$6.0
FY '02	\$6.0	\$6.0
FY '03	\$6.0	\$6.0
FY '04	\$6.0	\$6.0
FY '05	\$5.0	\$6.0
FY '06	\$5.0	\$6.0
FY '07	\$5.0	\$6.0
FY '08	\$5.0	\$6.0
FY '09	\$3.5	\$6.0
FY '10	<u>\$0.0</u>	<u>\$6.0</u>
TOTAL	\$55.0 million	\$67.5 million

4. These STP funds will be allocated to meet the corridor needs as follows:
 - A. The first \$1.5 million is allocated toward a South Corridor work program to define the needed improvements in the corridor. Once this work program is complete, it will provide the basis for defining a series of projects to be funded from the various federal, state, regional and local sources. The work program is scheduled for approval by JPACT.
 - B. Up to \$55 million of this STP Flexible Reserve can be accessed by the North LRT project. To the extent the region is successful in securing Federal Transit "New Starts" funds or holding down the cost of the project, these flexible funds can be released to a new STP Flexible Reserve.
 - C. JPACT and the Metro Council commit to developing a STP Flexible Reserve of \$20-30+ million with the initial \$11 million of seed funds coming from the \$6 million per year commitment through FY 2010 described under #3 above. Other sources will be pursued to enhance this fund. Upon definition of the South Corridor improvements, it is the Metro Council's intent that this Flexible Reserve first ~~will~~ be allocated toward specific South Corridor project elements. Allocation of this Flexible Reserve will take into consideration other federal, state and local funds committed to the South Corridor.

5. The region endorses the following local contributions toward the North LRT project:
 - A. City of Portland - \$30 million
 - B. Tri-Met - \$25 million

6. The region endorses the following local contributions toward the South Corridor improvements:
 - A. Clackamas County - \$15 million
 - B. Tri-Met - \$15 million

7. JPACT and the Metro Council acknowledges ODOT's commitment of ~~\$23 million~~ for replacement of the structurally deficient viaducts on McLoughlin Blvd. over Division St (currently estimated at \$23 million). All efforts should be made to integrate this improvement with the scope defined through the South Corridor study. As appropriate, additional STIP funding for expanding the scope of this project to include recommendations from the South Corridor study should be considered.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2804 FOR THE PURPOSE OF ENDORING THE INTERSTATE MAX LIGHT RAIL TRANSIT PROJECT AND SOUTH CORRIDOR FINANCING STRATEGY AND AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 17, 1999

Presented by: Richard Brandman

PROPOSED ACTION

This resolution would reserve up to \$55 million of Surface Transportation Program funds for the Interstate MAX project and create an STP Flexible Reserve account of \$20-30 million for projects in the South Corridor. The resolution also endorses other local funding commitments to the entire corridor.

FACTUAL BACKGROUND AND ANALYSIS

On January 23, 1997, the Metro Council adopted Resolution 96-2442 that committed \$55 million in Surface Transportation Program funds as local match for the South/North Light Rail Project. This commitment combined with \$475 million in General Obligation bonds that were to be issued by Tri-Met would have provided the local matching funds to construct a light rail project in the South/North Corridor from the Clackamas Regional Center to Kenton.

In February 1998, through the Locally Preferred Strategy (LPS) decision, the Metro Council defined the segment between the Rose Quarter and Clackamas Regional Center as the first construction segment. The Tri-Met Board referred the original bond measure back to the voters in the November 1998 general election because the definition of the project had changed since the 1994 approval of the project's local funding. The measure was not reapproved.

In response to the defeat of the November 1998 local funding measure for the South/North Light Rail Project, Metro held a series of "listening posts"/public meetings to take comments on what direction the region should pursue to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the Listening Post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong, particularly to North Portland. Clackamas County residents voiced the strongest support for increased road capacity and bus expansion and the least support for light rail.

A group of business and community leaders presented the idea for a full Interstate Avenue MAX line to the Tri-Met Board on March 24, 1999. The Board felt the line had promise due to its \$114 million reduced cost, zero displacements, generally reduced environmental impacts compared to the South/North alignment in North Portland, and the ability to construct the smaller project with available resources.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation (JPACT), Metro and Tri-Met staff were directed to more fully develop the concept of the Interstate MAX light rail line. In addition, Metro staff were directed to prepare a work program that outlines a program to advance non-light rail transit options in the South Corridor. The *South/North Corridor Supplemental Draft Environmental Impact Statement* (SDEIS) which was published in the *Federal Register* on April 30, 1999. The *South Corridor Transportation Alternatives Work Program* was also prepared pursuant to JPACT direction.

Reserving up to \$55 million in STP funds (from the South/North Light Rail Project) for the Interstate MAX project and creating an STP Flexible Reserve fund of \$20-30+ million for South Corridor transportation improvements ensures that the transportation needs of the South/North Corridor will continue to be addressed. More details of the finance plan are described in Exhibit A of the resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 99-2804
INTERSTATE MAX LIGHT RAIL TRANSIT)
PROJECT AND SOUTH CORRIDOR FINANCING) Introduced by:
STRATEGY AND AMENDING THE) Councilor Kvistad, Chair
METROPOLITAN TRANSPORTATION) JPACT
IMPROVEMENT PROGRAM)

WHEREAS, The Metro Council adopted Resolution 96-2442 on January 23, 1997 that committed \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the periods of FY 99-2009; and

WHEREAS, Metro and Tri-Met have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) evaluating the Full-Interstate Alignment Alternative (Interstate MAX); and

WHEREAS, Tri-Met requested and Metro is considering through Resolution No. 99-2806 amendments to the South/North Locally Preferred Strategy (LPS) to select the Full-Interstate Alignment Alternative and to define the North Corridor between the Rose Quarter and Expo Center as the first construction segment; and

WHEREAS, Metro Council is considering Resolution 99-2795 that amends the Unified Work Program to add the South Corridor Transportation Alternatives Study to examine and implement selected transit or alternative transportation solutions in the south segment of the South/North Corridor and requires that \$1.5 million of the \$55 million in STP funds be used to fund the South Corridor Transportation Alternatives Study; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Endorses the Interstate MAX Light Rail Transit Project and South Corridor Financing

Strategy as reflected in Exhibit A.

2. Amends the Metropolitan Transportation Improvement Program accordingly.

ADOPTED by the Metro Council on this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

DU:lmk
99-2804.RES.DOC
6-9-99

Exhibit "A"
North LRT/South Corridor Transit Financing Strategy

1. The Region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
2. The Region will pursue Federal Transit "Bus" funding for a South Bus Improvement. The specific projects are subject to completing a South Corridor improvement study and defining eligible projects. It is anticipated at this time that the region will pursue approximately \$35 million.
3. Metro will modify the commitment of Regional STP funds toward meeting the needs in the corridor as follows:

	<u>Current Allocation</u>	<u>Proposed Allocation</u>
FY '99	\$1.5	\$1.5
FY '00	\$6.0	\$6.0
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FY '02	\$6.0	\$6.0
FY '03	\$6.0	\$6.0
FY '04	\$6.0	\$6.0
FY '05	\$5.0	\$6.0
FY '06	\$5.0	\$6.0
FY '07	\$5.0	\$6.0
FY '08	\$5.0	\$6.0
FY '09	\$3.5	\$6.0
FY '10	<u>\$0.0</u>	<u>\$6.0</u>
TOTAL	\$55.0 million	\$67.5 million

4. These STP funds will be allocated to meet the corridor needs as follows:
 - A. The first \$1.5 million is allocated toward a South Corridor work program to define the needed improvements in the corridor. Once this work program is complete, it will provide the basis for defining a series of projects to be funded from the various federal, state, regional and local sources. The work program is scheduled for approval by JPACT.
 - B. Up to \$55 million of this STP Flexible Reserve can be accessed by the North LRT project. To the extent the region is successful in securing Federal Transit "New Starts" funds or holding down the cost of the project, these flexible funds can be released to a new STP Flexible Reserve.
 - C. JPACT and the Metro Council commit to developing a STP Flexible Reserve of \$20-30+ million with the initial \$11 million of seed funds coming from the \$6 million per year commitment through FY 2010 described under #3 above. Upon definition of the South Corridor improvements, it is the Metro Council's intent that this Flexible Reserve will be allocated toward specific South Corridor project elements. Allocation of this Flexible Reserve will take into consideration other federal, state and local funds committed to the South Corridor.

5. The region endorses the following local contributions toward the North LRT project:
 - A. City of Portland - \$30 million
 - B. Tri-Met - \$25 million

6. The region endorses the following local contributions toward the South Corridor improvements:
 - A. Clackamas County - \$15 million
 - B. Tri-Met - \$15 million

7. JPACT and the Metro Council acknowledges ODOT's commitment of \$23 million for replacement of the structurally deficient viaducts on McLoughlin Blvd. over Division St. All efforts should be made to integrate this improvement with the scope defined through the South Corridor study. As appropriate, additional STIP funding for expanding the scope of this project to include recommendations from the South Corridor study should be considered.

Benefits of the Interstate MAX Light Rail Project Downtown Portland to the Expo Center

The Portland region is one of the fastest growing metropolitan areas in the United States with more than 500,000 new residents projected over the next 20 years. The Interstate MAX Light Rail Project represents one of many improvements to the region's transportation system that are being considered by local and regional jurisdictions to address this growth. Following is a summary of the estimated benefits that would result from the Interstate MAX Light Rail Project.

Transit Benefits

- ◆ **Light Rail Ridership.** The Interstate MAX Light Rail Project is projected to carry 14,100 light rail riders on an average weekday in the year 2015.
- ◆ **Transit Ridership.** Average weekday transit ridership in the corridor (both bus and light rail) is projected to increase by 4,400 rides in year 2015 with the Interstate MAX Light Rail Project.
- ◆ **Downtown Portland.** Average weekday transit ridership into downtown Portland from the North Corridor is projected to increase by 10% with Interstate MAX Light Rail.
- ◆ **Travel Times.** Transit travel times between key activity centers in the North Corridor during the rush hour would be over 30% faster with light rail than with an all-bus system. For example a trip from downtown Portland to north Portland (Lombard Street) is projected to take 19-minutes by light rail compared to 27-minutes by bus, and a trip from downtown Portland to the Expo Center would take 23-minutes on light rail compared to 43-minutes by bus (46% faster).
- ◆ **Reliability.** Transit reliability would be significantly improved with Interstate MAX Light Rail because light rail trains operate on right-of-way separated from congested road and highway traffic.
- ◆ **Capacity.** The Interstate MAX Light Rail Project would have the capacity to carry over 6,000 riders north from downtown Portland during the evening rush hour, the equivalent of 3 freeway lanes leaving downtown Portland.
- ◆ **Light Rail System.** The Interstate MAX Light Rail Project would integrate with the existing Eastside and Westside MAX lines and the proposed airport extension and would further establish a light rail system in the region.
- ◆ **Urban Form.** The Interstate MAX Light Rail Project is an important tool that would be used by regional and local governments to better serve this high-use travel corridor linking major activity centers (including residential neighborhoods, Portland CBD, Rose Garden Arena, Memorial Coliseum, Oregon Convention Center, Kaiser Medical Facility, Portland International Raceway and the Expo Center) that are vital components of the region's jobs and housing base.

Growth Management

- **Growth Management.** The Interstate MAX Project is an important tool in implementing the Region 2040 Growth Concept, the State of Oregon Transportation Planning Rule, and the City of Portland's Albina Community Plan.

- **Leverage Public Funds.** The Interstate MAX Project would attract local private development to many of the proposed station areas (in accordance with local land use plans), leveraging public funds with private investments and helping to meet regional and local goals of attracting higher-use development in major activity centers and station areas while preserving existing single-family neighborhoods. For example, since it opened in 1987, over \$1.3 billion in new development has been constructed adjacent to Eastside MAX stations in major activity centers like the Rose Quarter and the Lloyd District, while established residential neighborhoods have retained their original character. In Westside MAX line station areas, over 7,000 residential units are planned or are under construction in station areas.
- **Accommodate Growth.** The Interstate MAX Project would provide light rail access to an estimated 135 acres of vacant and developable lands located within a quarter-mile of existing and proposed stations.
- ◆ **Urban Design.** Improvements to N Interstate Avenue and changes to zoning in North Portland should help to foster a sense of place that encourages mixed-use pedestrian oriented development. These improvements include new transit stations (bus and light rail), new bicycle lanes, improved sidewalks, the de-emphasis of autos, and changes to land use zoning that increase density and encourage mixed uses.

Economic Benefits

- ◆ **Jobs.** Construction of the Interstate MAX Light Rail Project would create approximately 3,800 person-year jobs in the region.
- ◆ **Construction Costs.** The Interstate MAX Light Rail Project would cost approximately \$350 million in future dollars to construct.

Neighborhoods.

- **Low Income and Minority Neighborhoods.** The North Corridor contains many neighborhoods that have high concentrations of low income and minorities that would be served by the Interstate MAX project.
- ◆ **Reduced Displacements.** The Interstate MAX is not expected to require the displacement of any residences or businesses.

Note: All benefits are for the year 2015, compared to an all-bus system.

Interstate MAX Briefing



60099



METRO

Purpose and Need



- **Past Regional Growth (1975 to 1995)**
 - 45% Increase in Population, 1975 to 1995
 - 48% Increase in Employment, 1975 to 1995 - 40% Higher Than National Average
- **Future Regional Growth**
 - 720,000 New Residents by 2040
 - Regional Centers to Absorb Growth
- **Balanced, Efficient Transportation System Needed for Livability and Economy**
- **Highway and Transit Problems Associated with Growth**
 - 64% Increase in Travel by 2015
 - 268% Increase in Congested Road Miles
 - Slower Bus Speeds
 - Higher Operating Costs



METRO

Alternatives to Address Problems

First Screening:

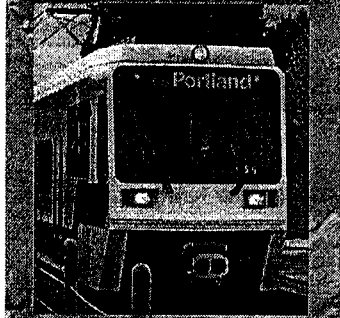
- Expanded Bus
- Busways
- River Transit
- Commuter Rail
- **Light Rail** - Selected for Further Study

DEIS Analysis:

- Expanded Bus
- Light Rail and Bus
 - Length of Project
 - Alignments

Project History

- **Corridor Analysis begins in 1992**
- **DEIS**
 - Published in February 1998
 - Public comment period ends in June 1998
- **Locally Preferred Strategy**
 - Adopted in July 1998
 - Selected Full-Length Alternative
 - Rose Quarter to Clackamas Town Center was selected as first construction segment
 - Ballot measure to re-approve 1994 voter approval of \$475M in General Obligation Bonds for local funding match fails



Project History Continued

- **Listening Posts**

- Held throughout the region to solicit public comment on transportation and funding issues.
- Business and community initiative to extend LRT in the North Corridor
- Community desire to explore other transit improvements in the South Corridor

- **Supplemental DEIS**

- Published in April 1999
- Added Interstate MAX as new alternative in North Portland
- Public Comment Period closes on June 14



650/9



Transit Benefits

Weekday - 2015

Interstate MAX Light Rail Would:

- Carry 14,100 Light Rail Rides Per Day
- Attract 4,400 New Transit Rides Per Day
- Provide Over 30% Faster Travel Times Than Buses
- Provide Capacity to Carry 6,000 Riders Equal to 3 Highway Lanes in Each Direction
- Increase Transit Trips From the North Corridor to Downtown by 10%

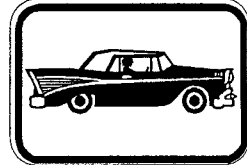
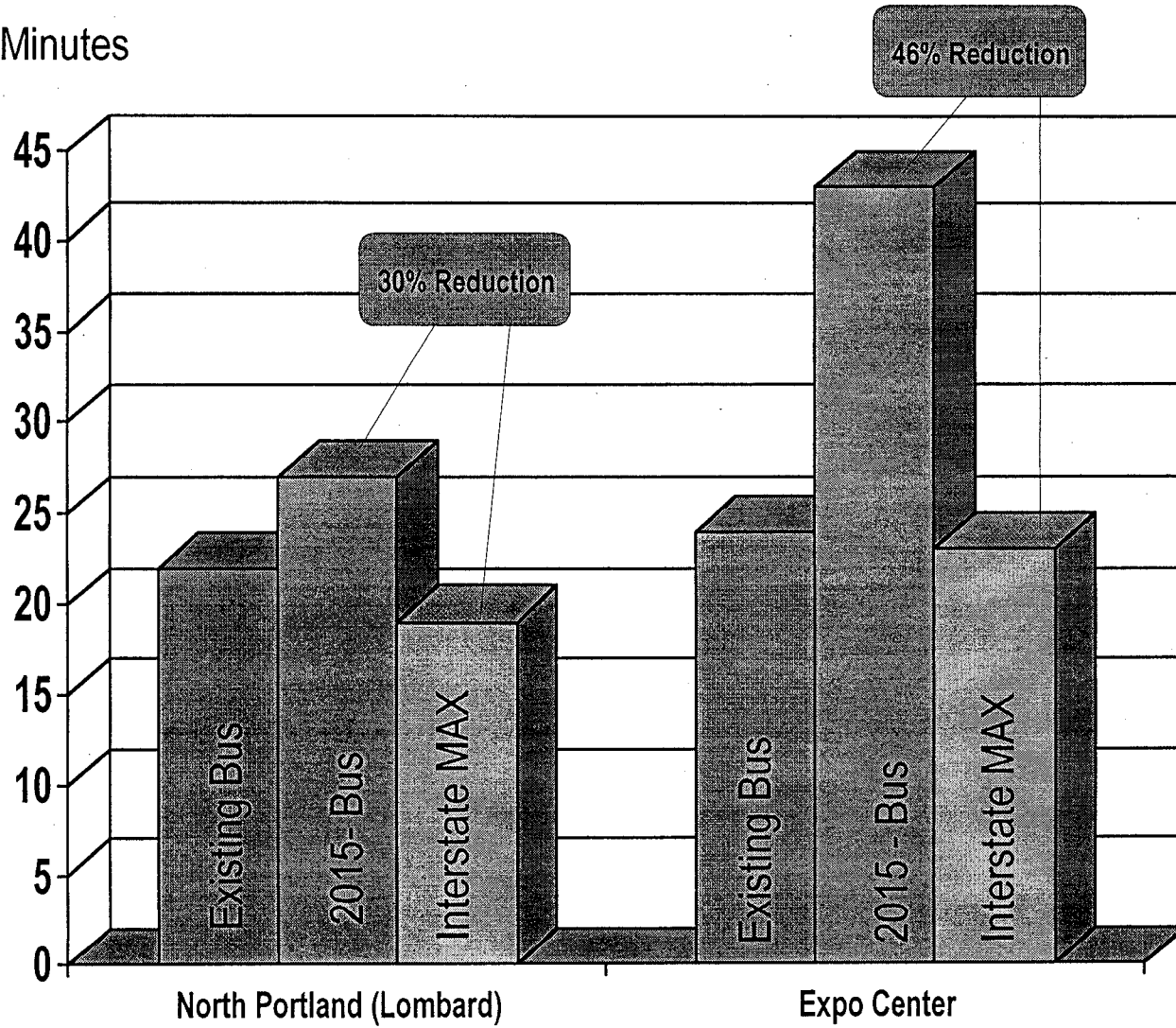


Rush Hour Travel Times

Weekday from Downtown Portland - 2015



Minutes



In Vehicle Time In the Peak Direction

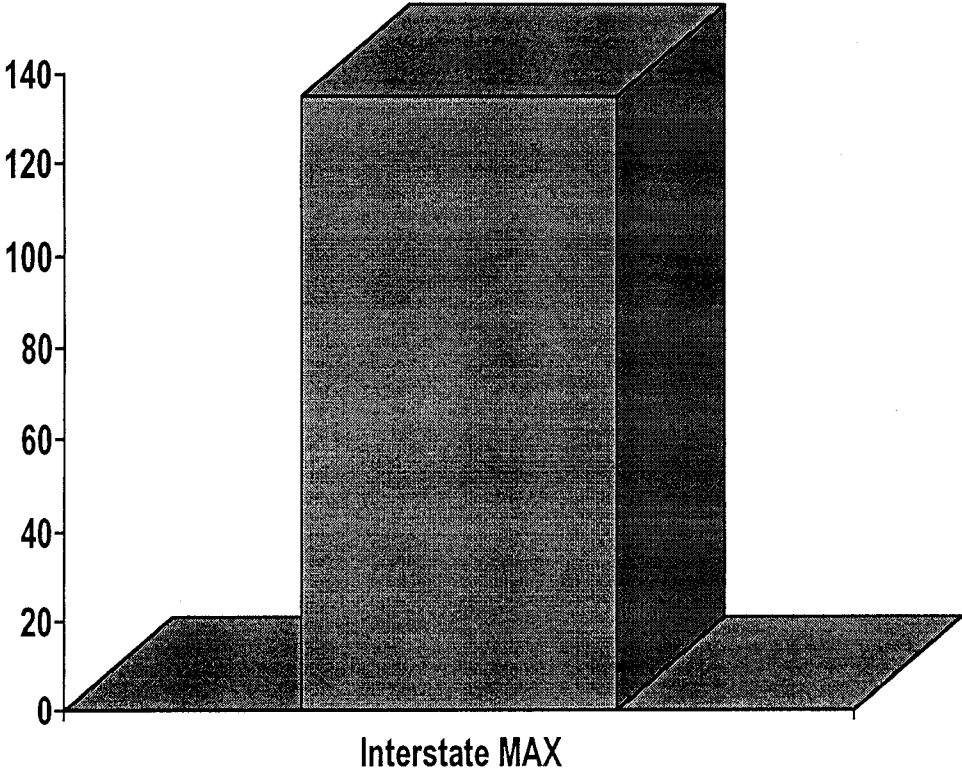


METRO

Developable Land with LRT Access



Acres of Land Within
1/4-Mile of New LRT Station

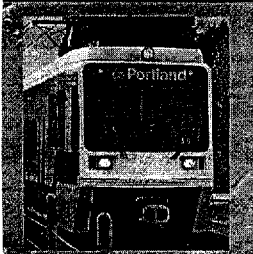


Includes Vacant and Redevelopable Land

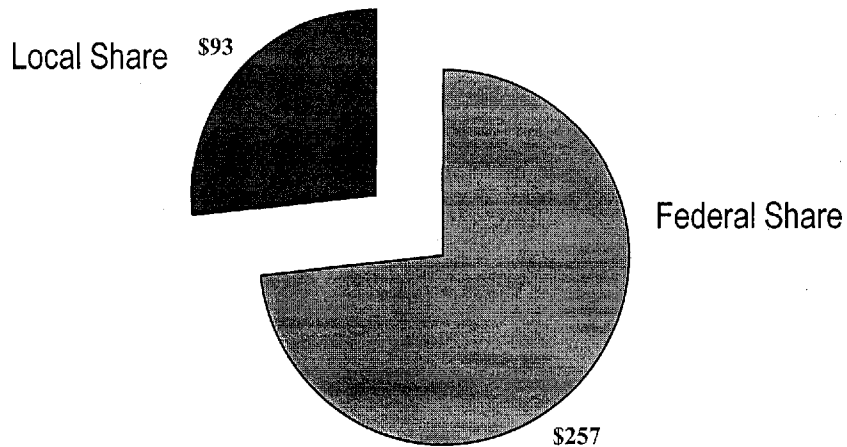


Capital Cost

In year-of-expenditure dollars



Total Capital Cost = \$350 Million in Future year dollars



STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2799 FOR THE PURPOSE OF AMENDING THE MTIP TO PROGRAM THE PORTLAND REGIONAL JOB ACCESS PLAN

DATE: May 20, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION:

This resolution would approve amending the MTIP to program \$1.0 million of Section 3037 funds awarded by FTA for first year financing of the Portland Regional Job Access Plan. The resolution authorizes Metro representation on the program steering committee to implement the currently allocated funds and any other funds that may be awarded in the future. It authorizes future allocations, if any, to be programmed administratively in light of Metro representation on the steering committee.

TPAC has reviewed the proposed MTIP amendment and recommends approval of Resolution No. 99-2799.

BACKGROUND AND ANALYSIS

Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21) authorized FTA competitive award of funds for Job Access and Reverse Commute Program proposals. Tri-Met submitted a grant in December 1998 which outlined a five-year program of new traditional transit services, social services outreach and allied non-traditional, non-SOV travel demand management strategies to address low-income, employment-related transportation needs.

First and second year federal financing was requested in the amount of \$1.0 million per year, and years three through five of the plan anticipate annual federal support of \$856,000. Federal funds in years one and two would be matched with local capital and in-kind services equaling \$1.426 million per year. This match would increase to \$2.103 million in years three through five.

Approximately half of the first and second year federal grant would be allocated to Tri-Met provided fixed route bus service, increasing to consumption of approximately three-quarters of the federal funds in years three through five. At the same time, Tri-Met funded bus service would be counted as approximately one-third to one-half of the local matching funds/services. The City of Portland would provide about \$635,000 in pedestrian and bike improvements around program-targeted transit hubs in the first year. The balance of program elements in all years is designed to deliver miscellaneous customer information/marketing materials and services, vanpool subsidies and operation of a ridesharing program.

Participating agencies include Tri-Met; Volunteer Transportation, Inc.; Tualatin Transportation Management Association; City of Portland; and the Clackamas County Transportation Consortium. Grant dollars in various program areas would be expended in the Hillsboro, Gateway and Oregon City Regional centers, in Northeast Portland, and in the following employment areas: Columbia Corridor/Rivergate, Tualatin/Tigard, Milwaukie/Clackamas Town Center, and the Westside Employment area adjacent to and north of the Westside MAX and including the Nimbus Business Park in Tigard.

A detailed program description was provided to FTA and the program was the subject of a lengthy briefing before TPAC prior to submission of the grant request. The steering committee (the Jobs Access Committee, or "JAC") is composed of 25 representatives from throughout the region and includes Metro staff. Therefore, the resolution authorizes administrative programming of any subsequent FTA awards that may be made to the program.

**c. Job Access Five Year Grant Budget
Portland, Oregon Metropolitan Region**

Applicant: Tri-County Transportation District Of Oregon (Tri-Met)
Area Size: 1,341,700

Job Access Project	Federal Amount	Total Amount
Year 1 - FFY 1999		
Capital Costs	\$ 194,000	\$ 1,019,000
Real Time Customer Information	150,000	300,000
Pedestrian & Bicycle Improvements at Hubs	10,000	635,000
Customer Information Infrastructure	34,000	84,000
Operating Costs	\$ 806,000	\$ 1,407,000
Tri-Met Fixed Route Bus Service	508,000	1,008,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	50,000	50,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	40,000	40,000
Total Per Year: Year 1 Job Access Proposal	\$ 1,000,000	\$ 2,426,000
Year 2 - FFY 2000		
Capital Costs	\$ 201,000	\$ 460,000
Buses for VTI Service	101,000	300,000
Pedestrian/Bicycle Improvements	50,000	100,000
Real Time Customer Information	50,000	60,000
Operating Costs	\$ 799,000	\$ 1,967,000
Tri-Met Fixed Route Bus Service	508,000	1,508,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	50,000	100,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	33,000	50,000
Total Per Year: Year 2 Job Access Proposal	\$ 1,000,000	\$ 2,427,000
Years 3 - 5 (Annual Budget for FFY 2001-2003)		
Capital Costs	\$ 100,000	\$ 200,000
Pedestrian/Bicycle or Bus Improvements	\$ 100,000	\$ 100,000
Operating Costs	\$ 756,000	\$ 2,759,000
Tri-Met Fixed Route Bus Service	500,000	2,300,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	25,000	100,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	23,000	50,000
Total Per Year: Years 3 - 5 Year Job Access Proposal	\$ 856,000	\$ 2,959,000

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2799A FOR THE PURPOSE OF AMENDING THE MTIP TO PROGRAM THE PORTLAND REGIONAL JOB ACCESS PLAN

DATE: May 20, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would approve amending the MTIP to program \$1.0 million of Section 3037 funds awarded by FTA for first year financing of the Portland Regional Job Access Plan. The resolution authorizes Metro representation on the program steering committee to implement the currently allocated funds and any other funds that may be awarded in the future. It authorizes future allocations, if any, to be programmed administratively in light of Metro representation on the steering committee.

TPAC has reviewed the proposed MTIP amendment and recommends approval of Resolution No. 99-2799.

BACKGROUND AND ANALYSIS

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*Reflects
SPACT
action
(engrossed)*

Participating agencies include Tri-Met; Volunteer Transportation, Inc.; Tualatin Transportation Management Association; City of Portland; and the Clackamas County Transportation Consortium. Grant dollars in various program areas would be expended in the Hillsboro, Gateway and Oregon City Regional centers, in Northeast Portland, and in the following employment areas: Columbia Corridor/Rivergate, Tualatin/Tigard, Milwaukie/Clackamas Town Center, and the Westside Employment area adjacent to and north of the Westside MAX and including the Nimbus Business Park in Tigard.

A detailed program description was provided to FTA and the program was the subject of a lengthy briefing before TPAC prior to submission of the grant request. The steering committee (the Jobs Access Committee, or "JAC") is composed of 25 representatives from throughout the region and includes Metro staff. Therefore, the resolution authorizes administrative programming of any subsequent FTA awards that may be made to the program.

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 99-2799
MTIP TO PROGRAM THE PORTLAND)	
REGIONAL JOB ACCESS PLAN)	Introduced by
)	Councilor Jon Kvistad,
)	JPACT Chair

WHEREAS, Tri-Met submitted a grant application to the FTA to fund a “Portland Regional Job Access Plan” under Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, Metro submitted a letter of support for the grant which stated that the plan was consistent with regional transportation goals and objectives in the *Regional Framework Plan* in the policy chapter of the *Regional Transportation Plan*; that Metro would amend the MTIP to show the project at such time as FTA approved the grant application and awarded a specific federal dollar amount; and that Metro desired to participate on the Portland Regional Job Access Committee (JAC), the project steering committee; and

WHEREAS, FTA informed Tri-Met that \$1.0 million of first year federal funds have been awarded the plan, subject to local cash and/or in-kind match of \$1.0 million; and

WHEREAS, Tri-Met has requested that Metro amend the MTIP to reflect award of the federal funds; and

WHEREAS, All activities contemplated by the program are exempt with respect to regional air quality conformity issues; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to show allocation of \$1 million of Section 3037 funds to the Portland Regional Job Access Program.
2. The Executive Officer is authorized to assign staff to the JAC to implement the present award and to assure representation of Metro interests in implementation of any subsequent awards.
3. Future year awards to this plan may be programmed administratively.

4. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others giving cash and/or in-kind match for the program.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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3. Future year awards to this plan may be programmed administratively.

4. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others giving cash and/or in-kind match for the program.

5. The Jobs Access Program should be examined by TPAC and JPACT after year one to consider the need for expanded job hubs at additional transit centers (especially MAX/bus centers) in areas not served by the initial job hubs.

ADOPTED by the Metro Council this ___ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Exhibit "A"

North LRT/South Corridor Transit Financing Strategy

1. The Region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
2. The Region will pursue Federal Transit "~~Bus~~" funding for a South Bus Improvement. The specific projects are subject to completing a South Corridor improvement study and defining eligible projects. ~~It is anticipated at this time that the region will pursue approximately \$35 million.~~
3. Metro will modify the commitment of Regional STP funds toward meeting the needs in the corridor as follows:

	<u>Current Allocation</u>	<u>Proposed Allocation</u>
FY '99	\$1.5	\$1.5
FY '00	\$6.0	\$6.0
FY '01	\$6.0	\$6.0
FY '02	\$6.0	\$6.0
FY '03	\$6.0	\$6.0
FY '04	\$6.0	\$6.0
FY '05	\$5.0	\$6.0
FY '06	\$5.0	\$6.0
FY '07	\$5.0	\$6.0
FY '08	\$5.0	\$6.0
FY '09	\$3.5	\$6.0
FY '10	<u>\$0.0</u>	<u>\$6.0</u>
TOTAL	\$55.0 million	\$67.5 million

4. These STP funds will be allocated to meet the corridor needs as follows:
 - A. The first \$1.5 million is allocated toward a South Corridor work program to define the needed improvements in the corridor. Once this work program is complete, it will provide the basis for defining a series of projects to be funded from the various federal, state, regional and local sources. The work program is scheduled for approval by JPACT.
 - B. Up to \$55 million of this STP Flexible Reserve can be accessed by the North LRT project. To the extent the region is successful in securing Federal Transit "New Starts" funds or holding down the cost of the project, these flexible funds can be released to a new STP Flexible Reserve.
 - C. JPACT and the Metro Council commit to developing a STP Flexible Reserve of \$20-30+ million with the initial \$11 million of seed funds coming from the \$6 million per year commitment through FY 2010 described under #3 above. Other sources will be pursued to enhance this fund. Upon definition of the South Corridor improvements, it is the Metro Council's intent that this Flexible Reserve first will be allocated toward specific South Corridor project elements. Allocation of this Flexible Reserve will take into consideration other federal, state and local funds committed to the South Corridor.

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 - A. City of Portland - \$30 million
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7. JPACT and the Metro Council acknowledges ODOT's commitment of \$23 million for replacement of the structurally deficient viaducts on McLoughlin Blvd. over Division St. All efforts should be made to integrate this improvement with the scope defined through the South Corridor study. As appropriate, additional STIP funding for expanding the scope of this project to include recommendations from the South Corridor study should be considered.

**METRO**

Date: June 17, 1999

To: Metro Area Cities and Counties
Oregon Department of Transportation
Tri-Met
Port of Portland

From: Jon Kvistad, Chair
JPACT

Subject: Clean Air Action Days

DRAFT

The Joint Policy Advisory Committee on Transportation (JPACT) encourages area public works departments and transportation providers to review the attached information related to Clean Air Action Days as we approach the summer ozone season. The information identifies public works and maintenance-related activities that can be addressed during Clean Air Action Day alerts and have a minimal impact on air quality. Clean Air Action Days generally occur in the summer on days where the temperature exceeds 90 degrees Fahrenheit and winds are calm. The potential result may be a violation of National Ambient Air Quality Standards (NAAQS) as identified in the Clean Air Act.

Strategies to minimize ozone-related emissions on Clean Air Action Days are key to the Portland metropolitan area attaining and maintaining compliance with the NAAQS. By staying in attainment, the region avoids more stringent mandatory air quality controls on both business and motor vehicles. Attaining the air quality standards is both healthy for the public and beneficial to the regional economy.

As part of the Clean Air Action Day program, DEQ and the City of Portland developed a "Clean Air Guide" to augment a growing number of awareness and incentive programs aimed at educating residents and businesses about what they can do to prevent air pollution on these hot summer days. The Guide also allows public works and maintenance supervisors to reassign staff to perform activities and use different types of equipment on days when air pollution levels may be unhealthy. The effort is completely voluntary, but can be extremely effective.

Memo
June 17, 1999
Page 2

After last summer's implementation in the Portland area, DEQ is hoping to discuss implementation in other jurisdictions statewide. In addition, approximately 500 private sector businesses in the Portland Metro area also voluntarily promote pollution prevention activities (i.e., driving less, using alternatives to gas-powered lawn and garden equipment, changing from aerosol products to less polluting alternatives).

Again, JPACT encourages you to review the information and consider alternative "air friendly" practices on Clean Air Action Days this summer. If you have any questions or need more information, please contact Nina DeConcini at DEQ. She can be reached at (503) 229-6788.

JK:lmk

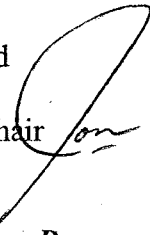
Attachment



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JK:lmk

Attachment

Clean Air Guide

Introduction:

On days when hot temperatures (over 90 degrees) and no wind combine with pollutants from a variety of sources the air becomes unhealthy to breathe. These days are called *Clean Air Action Days*. Private industry has joined a voluntary program sponsored by the Department of Environmental Quality (DEQ) to promote pollution prevention or "clean air actions" on those days (typically 5 to 8 per summer). Local government is also participating by using the Clean Air Guide below to reduce or eliminate certain activities on *Clean Air Action Days* when possible.

General Instructions: The tables on the following pages show activities and equipment which generate air pollution on a scale from low to high (Green = low, Yellow = medium and Red = high). When a *Clean Air Action Day* advisory is issued (usually at noon the preceding day), identify which activities/equipment could be reduced or eliminated based on color. As a rule, performing tasks manually or with electric equipment is better for air quality. See last page for glossary and engine pollution scale. Thanks in advance for your support and cooperation! Questions or comments are welcome: Please call 503/229-6788 or e-mail: deconcini.nina@deq.state.or.us.

Activity	Pollution Per Person (lbs)	Total VOC, NOx, CO	Crew Size	Comments	Ozone Contribution
Training & Meetings					Low
Form Corners	0.2	0.5	3.0	Gas/Diesel Engine	Low
Pavement Marking - Temporary (I/A)	0.2	0.7	3.0	Gas/Diesel Engine	Low
Street Resurfacing Paving, support	0.2	1.2	5.0	Gas/Diesel Engine	Low
Traffic Control	0.3	0.5	2.0	Gas/Diesel Engine	Low
Ret/Detention Insp & Cleaning	0.3	0.5	2.0	Gas/Diesel Engine	Low
Drain Ditch Maintenance - Hand	0.3	0.5	2.0	Gas/Diesel Engine	Low
Minor Trash Rack Maintenance	0.3	0.5	2.0	Gas/Diesel Engine	Low
Form Sidewalks and Driveways	0.3	0.5	2.0	Gas/Diesel Engine	Low
Electronic and Signal Component Recycling	0.3	0.5	1.8	Gas Trucks	Low
Clean Pedestrian Areas	0.3	0.6	2.2	Gas/Diesel Engine	Low
Diversion Manhole Inspection	0.3	0.6	2.0	Gas/Diesel Engine	Low
Sign Maintenance	0.3	0.7	2.0	Gas/Diesel Engine	Low
Hot Plastic Maintenance	0.3	1.5	4.5	4 Stroke Generator	Low
Traffic Sign Modification (I/A)	0.4	0.7	2.0	Gas/Diesel Engine	Low
Emergency/Off Shift Customer Service	0.4	0.7	2.0	Gas/Diesel Engine	Low
Parking Sign Modification (I/A)	0.4	0.8	2.0	Gas/Diesel Engine	Low
Supervision Street Paving	0.4	1.3	3.0	Gas Vehicles	Low
Detailed Sewer Investigation	0.4	0.8	2.0	Gas Van	Low
Repair Manholes	0.4	1.3	3.0	Gas/Diesel Engine	Low
Emergency Patrol	0.4	0.9	2.0	Gas/Diesel Engine	Low
New Signal Installation (I/A)	0.5	1.5	3.4	CO - 4 Stroke Compressor	Low
Inspect Sewer - Walking	0.5	3.3	7.0	Gas Vehicle	Low
Inspect Outfalls	0.5	1.0	2.0	Gas Truck	Low
Pavement Marking Removal	0.5	1.0	2.0	Gas Truck	Low
Traffic Button Maintenance	0.5	1.0	2.0	Gas Truck	Low
Place/Finish Concrete Curbs	0.5	1.9	4.0	Gas Truck	Low
Place/Finish Concrete Street Paving	0.5	1.9	4.0	Gas Truck	Low
Parking Bay Modification & Installation (I/A)	0.5	1.4	3.0	Gas/Diesel Engine	Low
Night Ops - Clean Mall Granite & Bricks	0.5	2.5	5.0	Gas/Diesel Engine	Low
Parking Meter Trouble Calls	0.5	0.8	1.6	Gas/Diesel Engine	Low
Machine Clean Culvert	0.5	2.2	4.0	Gas/Diesel Engine	Low
Jackhammer Breakout	0.5	0.5	1.0	Runs off Diesel Compressor Truck	Low

Hot Plastic Work Orders (I/A)	0.6	2.5	4.5	4 Stroke Generator	Low
Night Opts - Flush Light Rail	0.6	1.1	2.0	Gas/Diesel Engine	Low
Emergency/Customer Service	0.6	1.1	2.0	Gas/Diesel Engine	Low
Place/Finish Concrete Corners	0.6	2.9	5.0	Gas Truck	Low
Raises Manholes	0.6	1.8	3.0	Diesel Engines	Low
Woody Stairway Maintenance	0.6	2.2	3.5	Gas/Diesel Engine	Low
Seal Bridge Repair	0.6	1.3	2.0	Gas/Diesel Engine	Low
Hydroseeding Shoulders/Ditches/Back Slope	0.7	2.6	4.0	Gas/Diesel Engine	Low
Night Opts - Service Trash Cans	0.7	1.6	2.4	Gas/Diesel Engine	Low
Repair Laterals - Hand Method	0.7	2.1	3.0	Gas/Diesel Engine	Low
Barricading (I/A)	0.7	2.1	3.0	Gas/Diesel Engine	Low
Emergency Services, Traffic Maintenance	0.7	0.7	1.0	Gas/Diesel Engine	Low
Place Utility Rings	0.7	0.7	1.0	Gas/Diesel Engine	Low
Signal Control System (I/A)	0.7	1.4	2.0	Gas/Diesel Engine	Low
Place/Finish Sidewalks and Driveways	0.7	2.9	4.0	Gas Trucks	Low
Posting Support	0.7	2.9	4.0	Gas Trucks	Low
Trash Rack Maintenance	0.7	3.2	4.5	Gas Trucks	Low
Paraling Meter PM in Field	0.7	0.7	1.0	Gas/Diesel Engine	Low
Night Opts - Flush Mall Sidewalk	0.7	2.2	3.0	Gas/Diesel Engine	Low
Root Clearing - Chemical Method	0.7	1.5	2.0	Gas/Diesel Engine	Low
Other Traffic Modifications (I/A)	0.7	0.7	1.0	Gas/Diesel Engine	Low
Signal Relamping	0.8	2.3	3.0	Gas/Diesel Engine	Low
Supervision Sewer Cleaning	0.8	3.3	4.0	Gas Vehicles	Low
Sewer Repair Supervision	0.8	2.5	3.0	Gas Vehicles	Low
Supervision Roadside Maintenance & Storm Drainage	0.8	2.5	3.0	Gas/Diesel Engine	Low
Traffic Supervision - Signs & Maintenance	0.8	2.5	3.0	Gas/Diesel Engine	Low
Sidewalk Supervision	0.8	2.5	3.0	Gas/Diesel Engine	Low
Repair Inlets	0.8	1.7	2.0	CO - 4 Stroke Compressor	Low
Inspect Sewers - TV	0.8	1.7	2.0	Gas Vehicles	Low
Street Repair Supervision	0.9	3.5	4.0	Gas/Diesel Engine	Low
Night Opts - Bunching - Truck Method	0.9	0.9	1.0	Gas/Diesel Engine	Low
Street Line Layout	0.9	2.8	3.0	Gas/Diesel Engine	Low
Pedestrian Tunnel Maintenance	0.9	1.9	2.0	Gas/Diesel Engine	Low
Other Drainage/Roadside Work	1.0	2.9	3.0	Gas/Diesel Engine	Low
Form Curbs	1.0	1.9	2.0	Gas/Diesel Engine	Low
Sweeper Posting	1.0	1.0	1.0	Gas Truck	Low
Electrical Supervision	1.0	1.0	1.0	Gas/Diesel Engine	Low
Concrete Work Layout	1.0	1.0	1.0	Gas Truck	Low
Sidewalk Posting	1.0	1.0	1.0	Gas Truck	Low
Night Opts - Supervision Street Cleaning	1.0	1.9	2.0	Gas/Diesel Engine	Low
Minor Hot Patching, 2 persons	1.0	1.9	2.0	Soil Compactor - 2Stroke & Asphalt	Low
Harbor Wall Maintenance	1.0	2.9	3.0	Gas/Diesel Engine	Low
Clean Sewers	1.0	2.0	2.0	Gas/Diesel Engine	Low
Scheduled Controller Equipment Repairs	1.0	2.3	2.2	Gas/Diesel Engine	Low
Route Truck - Residential	1.0	1.0	1.0	Gas Truck	Low
Welding Various	1.0	2.4	2.3	CO - 4 Stroke Compressor	Low
Minor Hot Patching, 4 persons	1.1	4.2	4.0	Asphalt Emulsion; 4 Stroke Generator	Low
Clean Sumps	1.1	2.2	2.0	Gas/Diesel Engine	Low
Street Flushing - Residential	1.1	1.1	1.0	Gas/Diesel Engine	Low
Night Opts - Flush Arterial/Core	1.1	1.1	1.0	Gas/Diesel Engine	Low
Sweeper Washing/Emergency Assist	1.1	1.1	1.0	Gas/Diesel Engine	Low
Sweeper Washing / Emergency Assistance	1.1	1.1	1.0	Gas/Diesel Engine	Low
Brush Cut - Roadside	1.1	2.5	2.3	Diesel Equipment	Low
Repair/Replace Shallow Sewers, Shaft Method	1.1	4.8	4.3	CO - 4 Stroke Compressor	Low
Barricading and Cleanup	1.1	1.3	1.1	Gas Trucks	Low
Fence Maintenance	1.1	2.8	2.5	CO - 4 Stroke Compressor	Low
Break Pavement	1.2	1.2	1.0	Gas/Diesel Engine	Low
Investigation/Customer Service	1.2	1.5	1.3	Gas/Diesel Engine	Low
Crack Filling	1.2	9.0	7.5	Gas/Diesel Engine	Low
Top pave over Cold Mill (Minor)	1.2	8.6	7.0	Asphalt Emulsion; 4 Stroke Generator	Low
Street Furniture Maintenance	1.2	2.5	2.0	Gas Truck	Low
Construct Manholes	1.3	5.0	4.0	Gas/Diesel Engine	Low
Scheduled Controller Equipment Inspection	1.3	1.3	1.0	Gas Truck	Low
Response Repairs - Off Shift	1.3	1.3	1.0	Gas/Diesel Engine	Low

Minor Signal Modifications (I/A)	1.3	3.1	2.3	CO - 4 Stroke Compressor	Low
Repair Laterals - Machine Method	1.4	5.4	4.0	Gas/Diesel Engine	Low
Leaf Removal	1.4	2.7	2.0	Diesel Truck	Low
Haul Sewage Grit	1.4	1.4	1.0	Gas Truck	Low
Haul Sweeper Debris	1.4	2.1	1.5	Gas Truck	Low
Night Opns - Haul Sweeper Debris	1.4	2.1	1.5	Gas/Diesel Engine	Low
Repair/Replace Shallow Sewers, Trench Meth	1.4	5.5	4.0	Gas/Diesel Engine	Low
Paving Over Base Repairs	1.4	8.3	6.0	Asphalt Emulsion; Generator; Diesel Eng	Low
Weed Control	1.4	1.8	1.3	CO - Gas Truck	Low
Major Hot Patching	1.4	8.4	6.0	Asphalt Emulsion; Generator; Diesel Eng	Low
Repair & Raise Sumps	1.4	5.6	4.0	Gas/Diesel Engine	Low
Construct New Inlet 7 Leads	1.4	5.6	4.0	Gas/Diesel Engine	Low
Steel Bridge Repair	1.4	7.4	5.3	CO - 4 Stroke Compressor	Low
Repair Inlet Leads	1.5	5.1	3.5	Gas/Diesel Engine	Low
Emergency Services	1.5	4.9	3.3	Gas/Diesel Engine	Low
Erosion control	1.5	6.7	4.5	4 Stroke generator; Gas/Diesel Engines	Low
ADA Compliance Program Coordinator	1.5	1.5	1.0	Gas/Diesel Engine	Low
Concrete Bridge Repair	1.5	8.7	5.7	CO - 4 Stroke Compressor	Low
Trans Maintenance Sites	1.6	4.7	3.0	Gas Truck	Low
Timber Bridge Repair	1.6	4.9	3.1	Diesel Equipment	Low
Other Concrete Work	1.6	1.6	1.0	Diesel Equipment	Low
Inter Agency Work	1.6	1.6	1.0	Gas/Diesel Engine	Low
Training & Meetings	1.6	1.6	1.0	Involves equipment training?	Low
Emergency Service Sidewalk Repair	1.6	1.6	1.0	Gas/Diesel Engine	Low
Remote Repair	1.6	5.6	3.5	CO - 4 Stroke Compressor	Low
Facility Sediment Removal	1.6	8.6	5.4	4 Stroke generator	Low
Top pave over Cold Mill (Major)	1.6	14.5	9.0	Asphalt Emulsion; 4 Stroke generator	Med
Clean Catch Basins and Leads	1.6	3.2	2.0	Gas/Diesel Engine	Low
Scheduled Hardware Inspection	1.6	2.3	1.4	Gas/Diesel Engine	Low
Vaulted Walk Maintenance	1.6	4.5	2.8	Gas/Diesel Engine	Low
Ornamental Arches and Gates	1.7	4.2	2.5	CO - 4 Stroke Compressor & Pump	Low
Guardrail Emergency Repair	1.7	6.6	4.0	Heavy Equip & 4 Stroke generator	Low
Base Repair & Base Pave	1.7	10.0	6.0	Asphalt Emulsion; 4 Stroke generator	Med
Mall Maintenance	1.7	3.3	2.0	CO - 4 Stroke Compressor	Low
Construct Sumps	1.7	8.4	5.0	Diesel Equipment	Low
Street Light Relamping (I/A)	1.7	3.4	2.0	Gas Truck	Low
Maintain Expansion Joints	1.7	6.0	3.5	CO - 4 Stroke Compressor	Low
Street Light Repair (I/A)	1.9	5.4	2.9	Gas/Diesel Engine	Low
Aluminum Stair Maintenance	1.9	4.3	2.3	Gas/Diesel Engine	Low
Major Trash Rack Debris Removal	2.0	9.8	5.0	Diesel Equipment	Low
Install Culvert, and Maintain Catch Basin, Drainage Structures	2.0	8.5	4.4	CO-4 Stroke Compressor; Gas concrete cutter	Low
Parking Meter Overhaul	2.0	2.0	1.0	Gas/Diesel Engine	Low
Curb Maintenance - Breakout	2.1	6.2	3.0	Dump Truck & 4 Stroke generator	Low
Sewers - Deep Shaft Method	2.1	9.1	4.3	CO - 4 Stroke Compressor	Low
Response Repair - Reg. Shift	2.2	6.8	3.2	Gas/Diesel Engine	Low
Retaining Wall Maintenance	2.2	7.0	3.3	CO - 4 Stroke Compressor	Low
Carriage Walks	2.2	8.9	4.0	CO - 4 Stroke Concrete Saw	Low
Backfill Curbs	2.2	6.7	3.0	Dump Truck & 4 Stroke generator	Low
Inspections	2.3	2.3	1.0	Gas/Diesel Engine	Low
Roadway Tunnel Maintenance	2.3	10.4	4.5	CO - 4 Stroke Compressor	Med
Material Crushing	2.3	4.7	2.0	CO - 4 Stroke Screenall	Low
Slope Paving Maintenance	2.4	9.5	4.0	CO - 4 Stroke Compressor	Low
Scheduled Hardware Repair	2.4	6.9	2.9	Gas/Diesel Engine	Low
Move Equipment	2.5	2.5	1.0	Gas/Diesel Engine	Low
Supervision Street Cleaning	2.5	2.5	1.0	Gas Vehicles	Low
Saw Cut Pavement	2.5	2.5	1.0	VOC & CO-4 Stroke Cutter	Low
Drain Ditch Maintenance - Machine	2.6	17.9	7.0	NOx - Art loader; CO Gas mixer	Med
Construction Spoils Disposal	2.8	3.5	1.3	Gas/Diesel Engine	Low
Gravel Shoulder Maintenance	2.9	22.9	8.0	CO & NOx - Trucks & Heavy Equipment	Med
Concrete Stair Maintenance	2.9	10.0	3.5	Gas/Diesel Engine	Low
Flusher Bridges and Overpasses	2.9	11.9	4.1	Flusher Bridges and Overpasses	Med
Saw Cutting Concrete	2.9	2.9	1.0	VOC & CO-4 Stroke Cutter	Low

Composting	3.1	9.2	3.0	CO-4 Strk Scrawl-excluding compost	Low
Street Sweeping-Residential	3.3	3.3	1.0	Gas/Diesel Engine	Low
Rock Washing	3.3	5.6	2.0	CO-4 Stroke Scrawl	Low
Wildflower Lot Work	3.5	10.4	3.0	VOC & CO-2 Stroke Mower	Med
Night Opts - Sweep Downtown Core	4.6	6.9	1.5	Gas/Diesel Engine	Low
Mechanical Breakout of Walks/Driveways	4.6	13.9	3.0	NOx - Large Diesel;CO-Compressor	Med
Breakout Corners	4.6	13.9	3.0	NOx - Large Diesel;CO-Compressor	Med
Street Resurfacing Paving	4.7	70.2	15.0	Asphalt	Med
Night Opts -Sweep Arterial Streets	5.3	5.3	1.0	Gas/Diesel Engine	Low
Barrier Mat Resurfacing	6.3	133	21.0	Solvent - Asphalt Emulsion	High
Other Electrical Work - Traffic Section	6.8	6.8	1.0	NOx - Large Diesel	Low
Parrot Remove Transient Camps	6.9	6.9	1.0	Bob Cat Loader - Small Crew/pollution	Low
Machine Mowing	7.0	8.7	1.3	VOC & CO-2 Stroke Mower	Low
Slurry Seal	28	387	14.0	VOC - Asphalt Emulsion	High
Painting Various	75	151	2.0	VOC - Paint	High
Sign Shop	441	882	2.0	VOC - Silkscreening & Printing	High
Taping	466	1397	3.0	VOC - Paint	High
Cold Plastic Maintenance	466	932	2.0	VOC - Primer	High
Cold Plastic Work Orders (I/A)	1168	2335	2.0	VOC - Primer	High
Street Line Work Orders (I/A)	4990	14969	3.0	VOC - Paint	High
Street Line Painting	14274	42822	3.0	VOC - Paint	High

Glossary:

Clean Air Action Day: Advisory issued by DEQ when hot temperatures (over 90 degrees) and stagnant air combine with pollutants (see below), making the air unhealthy to breathe.

Ozone: Also known as “smog” is formed when pollutants (see below) from cars, lawn mowers, consumer products, industry and other sources combine with sunlight and no wind.

CO: Carbon Monoxide

NOx: Nitrogen Oxides

VOCs: Volatile Organic Compounds

ENGINE POLLUTION SCALE

Low Ozone Polluters		Medium Ozone Polluters		High Ozone Polluters
Manual & Electric	Natural Gas/Propane	Diesel	4 Stroke	2 Stroke

MATERIALS TO AVOID

Asphalt Emulsions (Solvents) Paint/Primer (solvents) Inks (solvents)

Avoid materials which emit large amounts of solvent fumes (high VOC content)