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Joint Policy Advisory Committee on Transportation

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METRO

ROONEY BARKER
METRO

BLDG 128

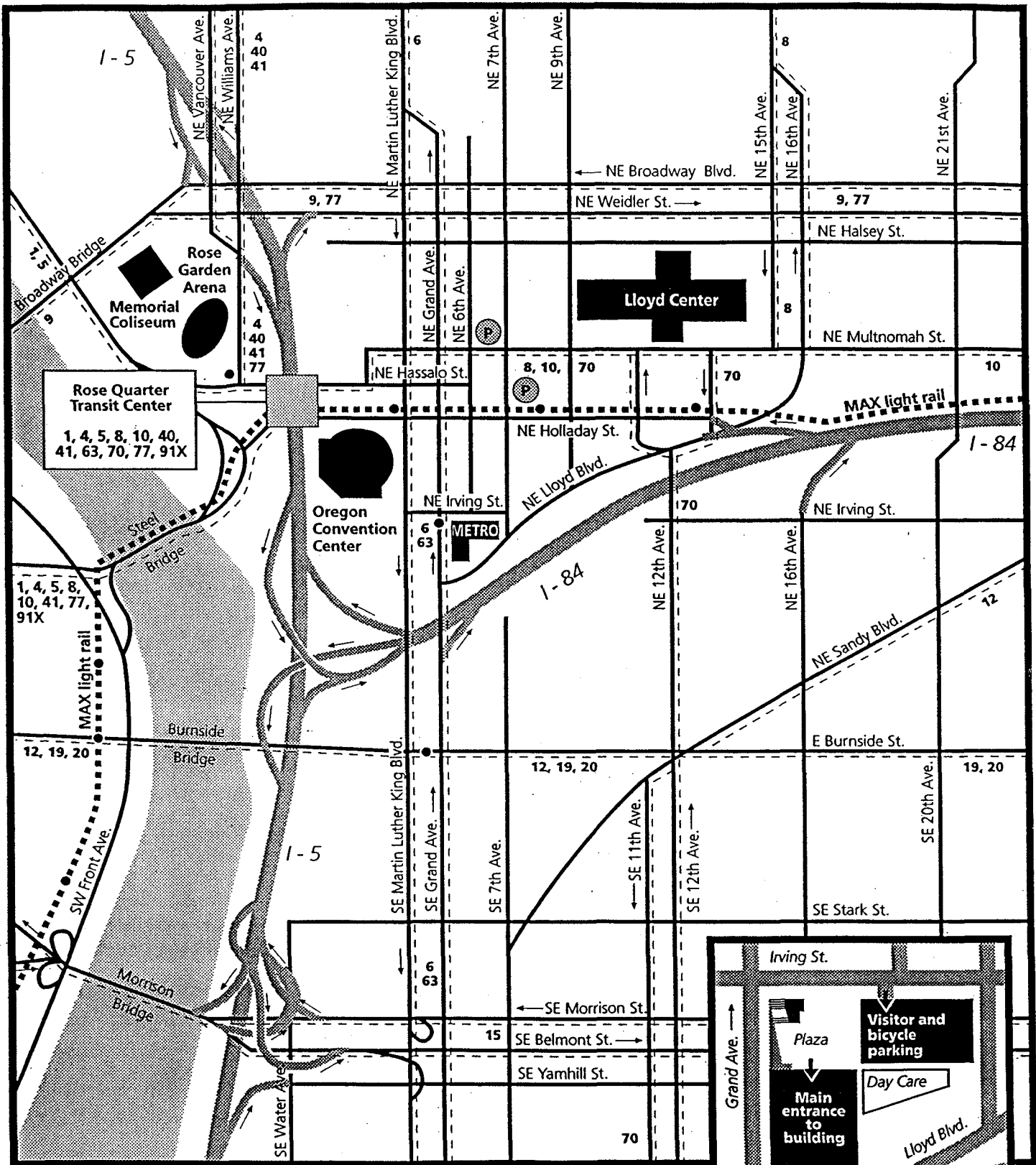
MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
DATE: February 10, 2000
DAY: Thursday
TIME: 7:30 a.m.
PLACE: Metro Conference Room 370A & B

1. Call to Order and Declaration of a Quorum.
- * 2. Meeting Report of January 13, 2000 – APPROVAL REQUESTED
- * 3. Federal Priorities Position Paper – APPROVAL REQUESTED – Andy Cotugno
- * 4. FY 02-05 MTIP Update – INFORMATIONAL – Andy Cotugno
- * 5. Transportation Management Associations (TMAs) – INFORMATIONAL – Bill Barber, Rick Williams, Judy Edwards and Dan Kaempf
- # 6. RTP Update – NEXT STEPS – Andy Cotugno
7. ADJOURN

NOTE: Due to the federal trip on March 8th, the JPACT meeting scheduled for March 9th is proposed to be rescheduled to March 2, 2000.

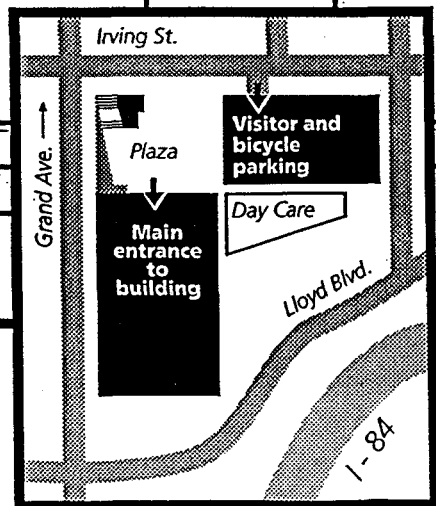
* Material enclosed.

Available at meeting.



Legend

- = bus route
- oo = bus number
- = street
- ⊙ = public parking
- ▬▬▬ = freeway
- ⋯ = max
- = bus/max stop



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

MEETING REPORT

DATE OF MEETING: Thursday, January 13, 2000

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

PERSONS ATTENDING: Members: Chair Jon Kvistad; Kay Van Sickel, Oregon Department of Transportation (ODOT); Jim Kight, Cities of Multnomah County; Andy Ginsburg, Oregon Department of Environmental Quality (DEQ); Don Wagner, Washington State Department of Transportation (WSDOT); Dean Lookingbill, Southwest Washington RTC; Dave Lohman, Port of Portland; Sharron Kelley, Multnomah County; Karl Rohde, Cities of Clackamas County; Ed Washington, Metro Council; Bill Kennemer, Clackamas County; Charlie Hales, City of Portland; Rob Drake, Cities of Washington County; Roy Rogers, Washington County; Fred Hansen, Tri-Met.

Guests: David Bragdon, Rod Monroe, and Bill Atherton Metro Council; Scott L. Rice, Cornelius City Council; Tom Brian, John Rosenberger, and Dennis Mulvihill, Washington County; Lou Ogden, City of Tualatin; Rod Sandoz, Clackamas County; Dick Feeney and Bob Stacey, Tri-Met; Dave Williams, ODOT; Chuck Green and G. B. Arrington, Parsons Brinkerhoff; Mark Lear and Marc Zolton, City of Portland; Tom Markgraf, Congressman Blumenauer's office; Karen Schilling, Multnomah County; Jim Howell, AORTA; Don Odermott, City of Hillsboro; Martha Bennett, City of Milwaukie; Paul Silver, City of Wilsonville.

Staff: Andy Cotugno, Mike Hoglund, Mike Hoglund, John Cullerton, Tom Kloster, Sharon Kelly, Gina Whitehill-Baziuk, Dave Unsworth and Rooney Barker.

SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

MEETING REPORT:

The meeting report of December 9, 1999, was moved by Commissioner Kelley, with a second by Mayor Drake, for approval as submitted. The report was unanimously APPROVED.

SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM

Dave Unsworth of the High-Capacity Transit staff, in Ross Roberts' absence, gave the committee an update of the South Corridor Study, using a handout. He said that the Study was entering the alternatives analysis phase in which the Study is looking at a wide range of alternatives to address transportation problems in the South Corridor. Mr. Unsworth described the South Corridor Study structure of citizen working groups, a project committee and a technical group. Mr. Unsworth commented on previous studies as well as new alternatives, going into more detail on the alternatives. The alternatives he described were: no-build, busways, bus rapid transit, high occupancy vehicle (HOV) lanes, peak period pricing, commuter rail, river transit, and intelligent transportation systems and TSM. Each alternative he described had other possible variations as well. Each alternative mode could be applied differently to each of the three Study segments.

Regarding commuter rail, Commissioner Rogers said when the jurisdictions were given the commuter rail ride late in 1999 they had to change engines in Beaverton. He asked if, with a DMU, there would be any difficulty. Mr. Unsworth explained that the DMUs could be used to push or pull cars and switching engines around would not be required. Commissioner Rogers asked about the potential connection into the Wilsonville-to-Beaverton commuter rail line. Mr. Unsworth responded that the Tillamook Branch line from Milwaukie and Lake Oswego could connect into the Wilsonville-to-Beaverton line in Tualatin. This connection could provide an opportunity for passengers to transfer between the lines at Tualatin. These lines would be grade separated and no track connection could easily be made. A track-to-track connection could be made in the vicinity of Bonita Road.

Commissioner Rogers then asked if there are any other underutilized lines in the Milwaukie area or if that was the only line. Commissioner Hales replied that the Union Pacific line is the main line but there are branch lines where one would need to connect to that main line. He added that that line is double-tracked but not necessarily underutilized. He said it's handling a lot of service; he wasn't sure how much more it could handle. Mr. Rogers asked if there was a natural connection to IMAX or to any light rail. Mr. Hansen replied that light rail comes over the Steel Bridge, and this line would be on the railroad part of the Steel Bridge, assuming it stayed on the track. It would be difficult to find a way for them to run on the same track, but it would certainly be easy to move people relatively easily between the two, in a station-sense. It would be like a subway system where there are crossing lines, he said.

The next steps, Mr. Unsworth informed the committee, would be working groups (which will hold their first meeting on January 19th), public workshops scheduled for February, hiring a consultant for design, traffic and public involvement assistance, and then, in June, policy group decisions to narrow the alternatives. This would allow staff to quickly move into a Draft EIS, hopefully completed in June 2000.

Mr. Cotugno added that this was all related to the federal strategy, the objective being to have a clear definition of that final project so that three years from now, when the next authorization of the federal bill comes up again for the next six-year period, a clear-cut project is identified. In the meantime, smaller appropriations can be asked for in the current bill over the next three years while the committee is defining the big authorization that to be sought in the following bill. This study process is integrated with the federal priority strategy.

Councilor Rohde said that he didn't believe the City of Lake Oswego was represented on any of the working groups, and asked if they could be on the Technical Advisory Committee (TAC). He said, relating to this, part of the solution to some of the congestion going into the South Corridor would be to move some of the cross regional traffic off McLoughlin Boulevard going into Portland and get it going through Lake Oswego on commuter rail ~~or however it's decided~~.

Commissioner Kennemer thanked Mr. Unsworth for his presentation, and also thanked Mr. Cotugno, Mr. Brandman and Mr. Roberts for expediting the project. He said he would like to see this Corridor continue as a regional priority and the project move forward quickly.

Mr. Hansen reported that one of the things JPACT did was approve the dollars to be put into enhanced transit, and one of the first investments Tri-Met did with these funds was on the #33 line. He said the preliminary numbers for the first three months are remarkable, that normally it takes two to three years to get transit ridership up to the numbers they've achieved. The public has immediately responded to the service, and no one should worry that these types of improvements in service would not be utilized.

Secondly, he said, relating to river crossings and commuter rail, he hoped options wouldn't be dismissed from any discussions if they're not easy to connect to commuter rail. As an example, he cited HOV lanes that may not work within the Portland city limits so are rejected because they won't get people back into Washington County. Mr. Hansen said these types of issues may not need to be fully analyzed, but they also should not be dismissed. They should at the least be evaluated in terms of other regional priorities.

REGIONAL TRANSPORTATION PLAN UPDATE

Mr. Cotugno explained that the Summary of Council Changes document, included in the agenda packet, was an annotation to all the amendments that were adopted December 16th by the Metro Council in Resolution No. 99-2878B. He explained that at the last JPACT meeting, there were still approximately two weeks remaining in the public comment period. The Council deferred action on any amendments that resulted from this comment period. These comments, he said, are now included in Resolution No. 00-2888. Mr.

Cotugno added that all comments received between October 1 and December 16, 1999, are in the bound document entitled 1999 Regional Transportation Plan, Public Comment Report.

Chair Kvistad indicated that the yellow pages included the additional comments the committee needed to consider today, a few for discussion, most by consent. These pages included Resolution 00-2888 which, when adopted, will be the resolution that incorporates all amendments to the 1999 Regional Transportation Plan.

Mr. Cotugno said the Resolution has two sections of comments: Approval by Discussion and Approval by Consent. He suggested the Discussion comments be addressed by the committee individually. He also suggested that any items the committee wished to remove from the Consent List onto the Discussion List be determined first.

Approval by Consent:

Action taken: Chair Kvistad asked if there were any items to be moved from the Consent List. There were none. Councilor Rohde moved, with a second by Mayor Drake, to approve the Consent List as submitted. The motion PASSED unanimously.

Approval by Discussion:

Comment 1. Mr. Cotugno said this comment regarding special needs transportation was included in the Discussion List mainly to get it on the radar screen. A comment received from Multnomah County prompted staff to see that the RTP is skimpy in all aspects of special transit services and it needs attention over the next six months. For the time being, staff has suggested some minor edits to include in the RTP. Multiple agencies have responsibilities and there is some effort underway to integrate better services. This can be a useful exercise to better determine some of these service improvements as the legislature will provide the money to implement some of them. Basically, this area needs more work.

Councilor Rohde asked if this meant they'd beef up the elderly and disabled portions in the RTP in the same way they're going to create a financially constrained network before we actually adopt the ordinance. Mr. Cotugno replied that for now this comment could be used in the version of the RTP that is published next month, but in the ordinance it would be stronger.

Mr. Hansen said he thought the staff language on this comment reflects the current state of development. There's an effort underway now to begin analyzing even more than the transit needs and how it can be integrated. That work will be going on as a study, assuming there will be some state funding. There'll be considerable opportunity for this body to participate in that process, he said.

Commissioner Rogers said he wasn't sure, financially, what that meant. There is little or no money anywhere so he asked if Mr. Hansen were referring to a reallocation of transit dollars or perhaps other transit services to be taken away to provide this service.

Mr. Hansen said as they are obviously within the RTP, they're not yet looking at financially constrained activities. He said the obvious issue is to identify what the needs are and how to think about them. At the moment, what is being talked about in terms of allocation, he said, are the additional dollars the state put in, not to transit, but specifically to elderly and disabled services and Tri-Met is looking at how to best make use of that. Generally speaking, those dollars that legally flow through the transit entities throughout the state are principally going to private entities to be able to provide additional services. In Washington County, there are obviously issues right now under ADA; Tri-Met is required to provide service for the disabled within three-quarters of a mile of any fixed route service. That leaves quite a few gaps, let alone people outside of the district boundary. Those issues will need to be engaged, and this is a part of that, but there are no issues on money now.

Councilor Washington said he'd heard quite a bit regarding the elderly and disabled, but nothing on low income. That's probably bigger than the other two categories, he added. Probably more poor people than disabled people have transportation needs. If it's in there, it should also be in there that something is going to be done about it. If this committee is serious about providing service to all, it needs to include the poor people, too.

Mr. Cotugno replied that the low-income population is already a major user of the transit system and a strong part of why that service is provided. He said this funding issue has been dealt with in the past under a federal welfare to work initiative to enhance that service for that population. He says he thinks the staff comment is inclusive and meaningful.

Action taken: Mr. Hansen moved, with a second from Commissioner Kelley, to accept the TPAC recommendation on **Comment 1**. The motion PASSED unanimously.

Comment 2. Mr. Cotugno said this committee had a discussion at their last meeting about whether the strategic system was too big, that it's much more than the resources we know are available. The focus of a previous conversation was underscoring the importance of having a specific constrained scenario developed because we're not going to have extra resources, which means we're not going to achieve the strategic, but we're going to get something more than existing resources. We need to figure out what the revenue level will be and then focus our energy into defining what systems that will build. It's important that we're clear on our priorities.

It's already been concluded that that step needs to happen, he said. And we've said we also need a financial strategy which gets us to the strategic system. We might use the

financial strategy and analysis to scale back the strategic system. This is the difference from where we left this last month. We are now saying we might scale back if we don't think we can get to the strategic.

Mayor Drake asked if his assumption of the strategic being approximately a \$7 billion need with approximately \$2.3 billion being identified was accurate. He said he asked because of the important ballot measure coming up later this year. He thought it important that the public understand the huge deficiencies, and yet we want the region to achieve its long-range planning goals. Just because we don't have the funding, we should not refuse to look forward. He said that the vision for 2040 could not be achieved if the bar is set too low. He doesn't want to settle for second best, even if, realistically, it turns out that way. We're not being leaders, he said, if we don't look forward.

Mr. Ginsburg asked for the timeframe for developing a funding plan, and asked for clarification that, once that's realized and assuming it was a realistic plan to achieve that much funding, would it not raise the financially constrained up to that level, leaving the strategic where it is. Mr. Cotugno replied that the constrained is, under the federal definition, a fairly conservative plan of what you can justify or defend as the level of resources you can raise. The strategic, he said, is what we actually want to try to pursue. You never know if you'll be successful, but you need that target to shoot for. The fiscally constrained is a sort of fall-back scenario that says we'll spend money on the basis of the fiscally constrained scenario, but we're going to pursue these other projects in the long-term. As the individual funding actions become real, then they get folded into the fiscally constrained scenario. But the financing actions could be twenty years out. Mr. Ginsburg, for clarification, restated that the funding plan would include things that might not fit the federal definition but would be things to shoot for. He then asked what the funding plan was. Mr. Cotugno said staff is working to develop that over the next six months. Mr. Kvistad said the June/July date for the RTP Ordinance is the adoption date staff is looking at.

Commissioner Rogers wanted to interject that the committee often tries to promote things and ideas that are not necessarily understandable to the public. He said when they use the terms constrained, preferred, strategic, they ought to use euphemisms that make sense to the citizens. As they promote transportation plans, they need to display the perils of the system by using common words that everyone understands. "Preferred" and "strategic" are not good names for plans, they just don't work.

Mr. Hansen asked for verification that the committee would be taking action on the strategic level. He added that he was sympathetic to Mayor Drake's comments, and thought it would be good to have a few touch points along the way to be certain the plan was aggressive enough yet still had a sense of reality.

Action called for: Chair Kvistad asked for a motion to accept TPAC's recommendation on **Comment 2**. There was no motion made.

Comment 3. Mr. Cotugno said there has been concern that there were other measures that should be paid attention to on the adequacy of our transportation system besides this suggestion to drop the level of service (LOS). He agreed that congestion is certainly a front-and-center issue and that it is on the public's minds. As a result, staff doesn't think we ought to drop it, but that there ought to be more measures. The ability to use more measures has been provided in the plan, and it's been suggested not using congestion measures in places where congestion doesn't matter that much, and there will be further development of other measures besides congestion. TPAC thinks the movement should go in that direction, and that's their suggestion, but it doesn't mean dropping LOS altogether.

Mayor Drake said he couldn't imagine dropping the LOS designation. It needs to be left in for the public because they do understand it. Councilor Rohde agreed with the recommendation to have other benchmarks because if one can only rely on single-occupancy vehicles as a benchmark then people aren't being shown the successes that might be achieved.

Action taken: Councilor Rohde moved, with a second by Councilor Kight, to approve the TPAC recommendation on **Comment 3**. Commissioner Rogers said he agreed with Councilor Rohde that there needs to be an array of benchmarks, that he would prefer the motion include either enhancement of benchmarks or provision of more benchmarks. Mr. Hansen said Councilor Rohde's motion was to approve the TPAC recommendation which was to not drop the level of service. The motion PASSED unanimously.

Mr. Hansen asked the committee if they had accomplished their purpose by taking no action on **Comment 2**. Councilor Monroe agreed that JPACT's inaction might be misunderstood.

Action taken: Councilor Monroe moved, with a second by Mr. Hansen, to approve the TPAC recommendation on **Comment 2**. The motion PASSED unanimously.

Mayor Drake, referring to the January 12th letter to the committee from the City of Hillsboro regarding RTP 2020 Population Projections, said that they would like to request that language in the RTP be looked at for evaluating population estimates more accurately and more frequently. When cities experience such huge growth, as Hillsboro did, the RTP needs to keep pace. Mayor Drake said he would like to make certain that some time between now and RTP adoption this be looked at so that individual variables can be accounted for.

FEDERAL PRIORITIES POSITION PAPER

Chair Kvistad, said there are some jurisdictions who would still like to have more discussion on this topic, so it would be set aside until the February meeting. Mr. Cotugno then gave a general overview of the projects listed in the paper.

Mr. Cotugno said this was actually draft #4. He said he'd gotten lots of comments and suggestions as a result of the first two drafts being circulated, and this was the current rendition. The Interstate MAX, the South Corridor and Commuter Rail are the big scale projects for which the paper lays out the strategy on how to move forward and implement them. Currently, Mr. Cotugno said, tackling these three at the same time in the federal arena is no small challenge. The format of the paper is intended to lay out a strategy that actually gets us there and moves all three projects at once. The paper is not ready to adopt yet because there is disagreement over whether or not it's feasible to move all three projects at once, or in fact does it need to be more explicit as to who comes first and under what conditions. That needs more discussion over the next month prior to committee adoption. He said he wanted to highlight some of the other projects that may have been eclipsed by the discussion on the three big corridors. These are projects that need to have attention paid to because what the federal government does might impact us. It could benefit the region or it could hurt, depending upon what happens at the federal level. This body needs to understand the issues and make sure that our delegation understands the issues as well.

Mr. Cotugno cited the I-5 Trade Corridor as another large problem corridor that potentially is going to produce a very significant project down the line. Staff is currently working on developing an improvement strategy in that corridor. As a result of the Federal Highway Borders and Corridors program, he said we think that because we got a planning grant out of that program now that the result of that will position us to fund a project out of that category down the line. We could fund perhaps small phases, small meaning in the \$5 to \$10 million range over the next couple of years. We think it might be feasible to fund a bigger I-5 project in the next Authorization Bill three years from now, if they reauthorize the Borders and Corridors program. If they eliminate the program, obviously there's no prospect there. But this is one, again, where we're trying to position ourselves to take advantage of a particular funding category that we think can produce money for this corridor.

We've also acknowledged the last bullet, because there might be opportunity to access the Water Resources Development Act for railroad-bridge improvements. About ten years ago we received funding through this act for funding to replace the railroad bridge across the Willamette just south of the St. Johns Bridge; this is the one across the Columbia, just west of the I-5 bridge. There are issues there relating to how many times the Interstate Bridge has to lift, as well as the need to accommodate additional rail traffic, and to accommodate more high-speed rail between Portland and Seattle. We've got issues that need some attention on that as well. Our transit objectives could benefit our freeway objectives and benefit our inner-city high-speed rail agenda.

The Columbia River Channel Deepening, #4. This has been included in our priorities in the past, and it's now past the point of having a federally approved project as there was a Record of Decision issued last month. Our request for additional appropriations to begin that project is the next phase.

Under #5, Willamette River Bridge Funding, there are categories that we think could be earmarked for the Willamette River bridges. We're not asking for funds on those right now because the county doesn't have a match for the projects, but we are indicating that we may want to see funding maybe in next year's appropriation or the following year's Authorization Bill.

On #6 FAA Reauthorization, we've raised an issue with the FAA Bill. Congress has attempted for the last several years to adopt the reauthorization of the FAA bill. One of the issues of debate in that bill has been whether or not that money can be used for transit projects like rail connections. It's very contentious elsewhere in the United States. We already have federal approval to use passenger facility charges for the Interstate MAX project and we want to make sure Congress doesn't take that away because that bond payment schedule is already dependent upon that resource over the next 5-10 years. That's one to protect.

Regarding #7 Amtrak South Station, the work is underway to site an Amtrak Station on the south side of the region. Mr. Cotugno said he thought there would be an opportunity to get that funded through the Amtrak Capital Program, and said he's calling that out as one that the committee may want to obtain Congressional support for.

On #8 Interstate MAX Revitalization Program (TCSP), the Interstate MAX construction project is linked to revitalization in North Portland. This is an attempt to leverage that construction project by doing more revitalization in the corridor, and redevelopment around the stations in the corridor. There is, he said, a particularly attractive opportunity here under the TCSP program, which is a land-use related program, to allow for some development projects to proceed soon. This could, in effect, seed the urban renewal district that will eventually provide funding for more redevelopment in the corridor as well as contribute toward the financing plan of the light rail itself. There are multiple objectives that this can help on down the line. This seeks support of the application being submitted and requests an earmark if Congress chooses to earmark.

#9 High Speed Rail. There have been appropriations out of the Rail Crossings category for improvements in the past, up and down the valley. We think there's an opportunity to see more of those improvements and would be supportive of that.

#10 Intelligent Transportation System. The region has been part of a statewide program to ask for funds to be earmarked. This continues to have us as part of the statewide program. We're asking for \$6.5 million dollars where we're supporting a state request for \$6.5 million statewide of which we would be a piece.

#11, Central City Streetcar. The project from PSU north is funded. The project from PSU south, ending in the N. Macadam District, is partially funded. This recognizes that some non-New Starts categories might be appropriate for that project, EPA and HUD being among the possibilities.

#12 Stark Street Boulevard (181 – 197th). Stark Street in the Rockwood light rail area was funded partially with the High Priorities funding category out of the T-21 Authorization. The request here is to pursue grants of up to \$2 million to complete that project, again, out of the TCSP category because of the connection with the Rockwood Town Center development area.

Finally, regarding #13 TEA-21 Technical Corrections, it's possible Congress is talking about the possibility of adopting a Technical Corrections Bill. You never quite know what constitutes a technical correction vs. a major policy shift, so it always requires attention to make sure they don't do something that hurts our region. Of the formulas that were adopted in T-21 to distribute funds, generally they were advantageous to Oregon. That's the kind of thing where there are always attempts to tweak and he said he thinks that needs attention to make sure they don't get tweaked the wrong way.

There are other issues, Mr. Cotugno said, that our delegation should be on notice to pay attention to that might be technical corrections in our favor, such as allowing us to recapitalize the Infrastructure Bank. The Infrastructure Bank was authorized under the last bill, ISTEA, and was included under this bill, although four new states were allowed to start an Infrastructure Bank. He said it's a pretty confusing situation. It's been a useful tool in loaning dollars out for projects. Based upon the monies that were put into that bank from the last bill, this request is for authorization to continue to use that as a tool.

There's been a contentious issue in T-21 as well as in the Appropriations Bill to put minimum and maximum formulas on the transit programs, minimum allocations to the smaller states and maximum caps to the bigger states. He said either one is a bad idea, as either would be disadvantageous to us because of the discretionary funds we seek in the New Starts program. Both would jeopardize our ability to access the New Starts funds, and therefore that needs our attention.

Finally, there was a firewall built between the Transportation budget and the rest of the federal budget. It sort of guaranteed a program "off-budget," so to speak. That's still an issue of ill will and contention in Congress, and if there's a Technical Corrections bill opened, it's something that could be threatened. If it's threatened, then it decreases the money that will flow through the formula programs that we've already committed to projects. This is another one that needs attention.

He said he realizes there's a lot of detail in all of these listed project, but that they're fairly significant in terms of impacting all of the projects we're trying to get funded, so he added that he wants to make sure they aren't eclipsed by the larger discussion of how we move Interstate MAX, the South Corridor and the Commuter Rail project at the same time.

Chair Kvistad asked for comments. Councilor Monroe asked if there was still any talk about possibly connecting the N. Macadam streetcar to the Lake Oswego streetcar line

and making that a commuter opportunity for folks in Lake Oswego. Commissioner Hales said that is still a possibility. There is work underway, he said, on finalizing the alignment in the North Macadam District. There is certainly a good possibility that that right-of-way would be used for a portion of the streetcar's operation and to figure out how to make it work for both the Willamette Shores trolley that currently exists and the streetcar. There is certainly some interest in seeing how far south beyond Bancroft Street it can go. He said he doesn't believe streetcar service should stop at Bancroft Street, but it should ultimately reach farther south. This is being done in stages now, though, and they're trying to figure out how to get from the current terminus at 10th and Mill to Riverplace; the next stage is to figure out how to fund and construct portions of the North Macadam District. The driver there, he said, is not either the federal process or the conventional realities of funding; they have to see some redevelopment activity in the North Macadam District before it makes sense to proceed south of Riverplace.

Commissioner Rogers asked if the gauge of the rail would be such that it could accommodate commuter rail on a trolley car line. Commissioner Hales said it's the same gauge as MAX, which he thinks is standard gauge. In terms of running other equipment on the tracks, there may be structural issues but not a gauge issue. Mr. Hansen said there may be a weight issue where the bed hasn't been structured to it when it goes to full commuter rail, but the gauge probably won't matter.

Commissioner Rogers said that he doesn't want to preclude options with the feds. Commissioner Hales said he felt that use of the same tracks was not a problem, but that a diesel unit in downtown Portland was inappropriate.

There were no further comments on projects #3 through #13. Chair Kvistad said he believed there was a way to achieve language in the Priorities Paper that everyone would agree with, and that he and Mr. Cotugno would be working with the committee to accomplish that.


There being no further business, the meeting adjourned.

Respectfully submitted,

Rooney Barker
Recording Secretary



METRO

Date: January 17, 2000
To: JPACT
From:  Andy Cotugno
Subject: Year 2000 Federal Priorities – Draft #7

At the January 13 JPACT meeting, the draft Federal Priorities Position Paper was tabled to allow better definition of the relationship between the three major transit projects: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail. Attached is a revised version that incorporates the following clarifications:

- It more clearly establishes a strategy to advance all three projects;
- It more affirmatively establishes the region's intent to pursue \$25 million for the Washington County Commuter Rail project; and
- It more clearly indicates that this year's request for the three projects is very specific, while future requests will be dependent upon what develops and will require further regional action.

Further amendments as requested by the Clackamas County Board of Commissioners are shown in italics and underscore format.

In addition to these changes affecting the three major transit projects, there are changes to the following sections:

Section 2 – I-5 TRADE CORRIDOR is revised to include in the second bullet a request for \$2 million from the "Borders and Corridors" program to carry out Preliminary engineering for the I-5/Delta Park project.

Section 3 – COLUMBIA RIVER CHANNEL DEEPENING is corrected and expanded to specify the amount of the funding request.

Section 5 – FAA AUTHORIZATION is revised to endorse the proposal adopted by the House of Representative to increase the Passenger Facility Charges from \$3 to \$6.

Section 12 – TEA-21 REVISIONS is revised to add a section on a developing issue to designate "Intermodal Connectors" as a possible funding program.

Sections 13, 14 and 15 – Acknowledgement of C-TRAN's requests, as shown in **bold**, are included in the last page at the request of C-TRAN.

AC:rmb
Attc.

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CLACKAMAS COUNTY

Board of Commissioners

February 2, 2000

BILL KENNEMER
CHAIR

MICHAEL JORDAN
COMMISSIONER

LARRY SOWA
COMMISSIONER

Dear JPACT Members:

For several years Clackamas County has been working with our regional partners to achieve the higher objectives made possible by the power of a collective approach. We have wholeheartedly supported the Region's rail efforts and nervously consented to the addition of LRT north to what once was LRT south. Unfortunately, this bold strategy of building South/North LRT from Clackamas Town Center to Clark County was rejected by Clark County voters. With the subsequent defeat in the Tri-Met area of the modified South/North Project, the Region was left with the task of redefining a doable South Corridor project.

Recent Tri-Met Bus service improvements in the McLoughlin Corridor have produced superb ridership gains despite the overall low levels of travel time performance resulting from operating in mixed traffic. Clackamas County remains a vibrant, growing part of the Region and is working hard to comply with all 2040 objectives and bring recently approved UGB amendments into the Region's buildable inventory. As you know, Clackamas County is being asked to provide about 65% of the new land area slated for urban development.

At this point, the County is desirous of continuing our partnership legacy. We agree that Interstate MAX is the next priority and should be built as soon as possible. We also are pleased with JPACT's November 1999 action that reiterates the South/North Corridor as the Region's next priority. Washington County has advanced a creative and yet untested Commuter Rail project. Clackamas County believes that if Commuter Rail can be advanced in a way that does not substantially distract the Region from previously acknowledged priorities, we collectively should do so. It is in this spirit that we offer the attached amendments to the JPACT Draft Resolution.

Sincerely,

Bill Kennemer, Chair

Michael Jordan, Commissioner

Larry Sowa, Commissioner

906 Main Street • Oregon City, OR 97045-1882 • (503) 655-8581 • FAX (503) 650-8944
WEB ADDRESS: www.co.clackamas.or.us • E-MAIL: bcc@co.clackamas.or.us



*Serving The Public Transit Needs
Of Clark County, Washington*

21711/KTP/jeb

February 2, 2000

Mr. Jon Kvistad, Chair
JPACT Members
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

SUBJECT: Regional Federal Transportation Priorities

Dear JPACT Chair and Members:

C-TRAN requests three Southwest Washington transit priority projects be included in the Regional Federal Transportation Priorities briefing paper. Inclusion of the following projects will facilitate our work with Tri-Met to secure additional transit funds for the region:

1. **Operations and Maintenance Facility** In 1999, Congress authorized \$1 million for design and construction to expand the C-TRAN transit operations and maintenance facility in Clark County, Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking an additional \$11 million to complete the \$18 million project .
2. **Interstate 5 (I-5) Park & Ride Facility** C-TRAN is currently in the process of acquiring property for a park & ride facility along the Interstate 5 (I-5) National Trade Corridor. Currently, the agency operates 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. C-TRAN is seeking \$2 million in additional funds to construct the new facility which will double the existing capacity in the corridor to 1,200 spaces.

Continued . . .

21711/KTP/jeb
February 2, 2000
Page 2

3. **Intelligent Transportation Systems (ITS)** C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million TEA-21 funds for phased deployment of an Intelligent Transportation System. A recently completed a system-wide technology assessment outlined the use of bus dispatch and mobile data systems to increase the effectiveness of the agency. The project for Southwest Washington will be coordinated with the Oregon ITS project and other Washington jurisdictions.

I appreciate your consideration of these three projects to further our bi-state coordination efforts to improve transit in the region.

Sincerely,

C-TRAN



Keith T. Parker, AICP
Executive Director/CEO

- c: Mayor Royce Pollard, City of Vancouver
Commissioner Craig Pridemore, Chair, Clark County
Dean Lookingbill, Transportation Director, RTC
Don Wagner, Southwest Regional Administrator, WSDOT
Deb Wallace, Director, Planning & Development, C-TRAN

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 00-2892, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES

February 3, 2000

Presented by: Councilor Monroe

Purpose

The Region annually produces a position paper that outlines the views of Metro and its regional partners concerning transportation policy and funding issues that are likely to be considered by Congress during the coming year.

The proposed position paper addresses several critical regional transportation issues. The South/North Corridor is divided into its two segments: Interstate MAX and the South Corridor. The paper identifies potential funding sources and requests support from the delegation to obtain specified amounts from these sources. Support also is solicited for New Starts funding related to the Washington County Commuter Rail project.

Oregon and Washington are working to develop a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues include Columbia River Channel Deepening and High-Speed Rail.

Other issues and funding needs addressed in the paper include: 1) extending the Central City streetcar system into the North Macadam area, 2) Willamette River bridge funding, 3) reauthorization of the Federal Aviation Administration as it relates to the use of passenger facility charges for the Airport MAX, 4) construction of an Amtrak station in Clackamas County, and 5) community revitalization work related to the Interstate MAX line.

Budget Impact

Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 00-01 Transportation Department budget. However, most of the funding requests deal with projects sponsored by jurisdictions other than Metro.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 00-2892
PORTLAND REGIONAL FEDERAL) Introduced by Councilor Monroe
TRANSPORTATION PRIORITIES)

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled, "Portland Regional Federal Transportation Priorities," NOW, THEREFORE,

BE IT RESOLVED,

The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this _____ day of 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

DRAFT #7
Portland Regional Federal Transportation Priorities

1. **HIGH-CAPACITY TRANSIT:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail. The strategy presented below is designed to recognize the current status of development of each of these projects and establish an approach that *may be* feasible within the federal funding requirements that apply. The strategy recognizes that the South/North corridor is the region's top priority but acknowledges that the Interstate MAX (*segment #1*) project is ready to go while the South Corridor Transit Improvement Program (*segment #2*) requires definition. It also recognizes that the Washington County Commuter Rail project may be relatively easy to advance under the federal provisions that streamlines the process for projects requesting less than \$25 million. *It is important to clarify that the region's immediate and short-term goal is to maximize federal new start transit funding for IMAX over the next five years so that the project can be completed prior to the next major transportation reauthorization bill and so that borrowing costs are reduced. It is the region's long-standing goal to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved. Therefore, along with maximizing federal funding support for IMAX, the region would like to advance a series of projects in the South. Federal support for Washington County Commuter Rail will also be pursued in a manner that does not jeopardize federal support for both segments of the region's highest priority -- the South/North corridor. The Portland region will work to ensure that the south corridor project will be this region's number one priority for authorization when Congress considers the follow-on bill to TEA-21. With these goals in mind,* this paper establishes the overall approach for the next 3-5 years, through the remainder of TEA-21 and into the next transportation authorization period. It defines a very specific request for Federal Fiscal Year 2001. As the projects and funding commitments evolve, future regional actions will define specifically what is requested for specific future fiscal years.

A. **INTERSTATE MAX:** The immediate priority for federal project and funding approval is Segment #1 of the South/North Corridor, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local and regional approvals and funding commitments are in place, the Final EIS and Record-of-Decision have been approved by the Federal Transit Administration. Federal funding actions are anticipated as follows:

- With approval of the Record-of-Decision, the region is now seeking FTA approval of a Full Funding Grant Agreement. Approval by the House and Senate "Authorizing" Committees is an essential step in this process.
- The project is seeking an authorization of \$257.5 million in Section 5309 "New Start" funds in the Full-Funding Grant Agreement.
- The first year appropriation of \$66 million to Interstate MAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.5 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region due to increased borrowing. If appropriations are dramatically short of

NOTE: The *italic and underscored* language has been requested by the Clackamas County Board of commissioners. The **bold** language has been requested by C-TRAN.

this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.

- B. SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2 of the South/North Corridor. The region will incrementally implement improvements in the South Corridor as an overall project is redefined in order to be prepared to request authorization for an overall corridor improvement *program* in the reauthorization to TEA-21, as follows:
- Beginning with the FY 2001 federal transit appropriations bill, seek \$2-5 million per year of Section 5309 "Bus" funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
 - Program these funds for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
 - Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
 - At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.
 - After completion of environmental studies (*scheduled for FFY 2002*), seek federal funds for the South Corridor Improvement Program. Pursue federal authorization as the region's top transportation priority of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.
 - While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.
 - *South Corridor will be Tri-Met's next priority (after Interstate Max and Airport Max) for operating expenditures, no additional operating commitments will be made without a secure operations plan for South Corridor.*
- C. COMMUTER RAIL:** The region is committed to pursuing the Washington County Commuter Rail Project under the streamlined provisions of the FTA New Starts program for projects under \$25 million, as follows:
- Using Regional STP funds, the region is now involved in the FTA Alternatives Analysis process to qualify the project for implementation under the New Starts program.

NOTE: The *italic and underscored* language has been requested by the Clackamas County Board of commissioners. The bold language has been requested by C-TRAN.

- Seek \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight- percent set aside for alternative analysis and preliminary engineering.
- At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
- After completion of environmental studies, seek federal funds for the Commuter Rail. The region will seek New Start Funds of *up to* \$25 million during federal fiscal years 2001-2003 depending on the status of the Interstate MAX Full-Funding Grant Agreement.
- *It is the region's goal to advance commuter rail as far as possible without impairing I-MAX and South Corridor funding. Since it is the region's goal to prepare the South Corridor for a significant federal authorization post-TEA-21, if additional financial resources for commuter rail are needed at the same time the region is pursuing an authorization for Segment #2 of the South/North Corridor, the region believes that other non-transportation federal funds should be sought for the commuter rail project.*

2. I-5 TRADE CORRIDOR: The Bi-State Region is developing a strategy for the I-5 Corridor from I-84 in central Portland to I-205 in Clark County under the FHWA "Borders and Corridors" program as follows:

- The region, through ODOT and WSDOT, was successful in securing a "Borders and Corridors" grant to define an I-5 Trade Corridor improvement strategy. Phase 1, to define a strategic direction, is nearly complete. The grant will allow Phase 2 to define the corridor improvement program and financing strategy and provide the basis for funding phases of improvement through the "Borders and Corridors" program.
- The region will pursue funding for incremental phases of the I-5 Trade Corridor improvement program in FFY 2001, 2002 and 2003 appropriation for selected stand-alone improvements as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I. In FFY 2001, \$2 million is requested to carry out Preliminary Engineering for the I-5/Delta Park project.
- It is anticipated that authorization of the overall improvement strategy will be sought through the next authorization bill, expected to be adopted by 2003 for the period FFY 2004-2009. Specific funding could be committed to this improvement program from the "Borders and Corridors" program, the Highway "Demo" program and/or the Federal transit programs.
- Associated with the I-5 freeway corridor may be improvements needed to the railroad bridge across the Columbia River. It has capacity limitations that constrain the ability of the two railroad companies to expand traffic, add rail spurs into the West Hayden Island area and accommodate added High-Speed Rail service from Eugene to Seattle and Vancouver, B.C. In addition, the location of the railroad lift-span causes a high frequency of lifts on the I-5 Columbia River Bridge. The scope of needed improvements is still being determined and could involve a public-private partnership with the railroad

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- companies. Authorization of federal funds may be sought through the Water Resources Development Act and/or as a Highway "Demo" project in the next reauthorization of TEA-21.
- In addition, improvements throughout the Columbia Corridor to improve truck access may be appropriate to earmark in the reauthorization of TEA-21 as Highway "Demo" projects. The Port of Portland may be requesting partial funding for the West Hayden Island bridge connection to Rivergate to access this marine terminal expansion.
3. **COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS on the project. The Corps issued a Chief's Report in December, 1999 approving the project and agreed to undertake ecosystem restoration activities to address the endangered species listing for salmonids in the Columbia River. The sponsoring ports are seeking \$4 million in the FFY 2001 Energy and Water Appropriations Act to begin construction of the project.
 4. **WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the Willamette River Bridges. To date, Federal Highway Bridge funds, STP funds, CMAQ funds and Highway "Demo" funds have been committed to this program. Pending an increase in state and/or local funds to provide the local match, earmarking in the next reauthorization of TEA-21 will be sought from either Highway "Demo" funds or Bridge "Discretionary" funds.
 5. **FAA REAUTHORIZATION:** Congress has repeatedly attempted to adopt a reauthorization of the Federal Aviation Act but has only adopted short-term extensions of the existing act due to contentious issues. One of these issues is the eligibility of aviation funds (both federal and local) to be used on ground access projects. Since Airport MAX is already under construction and is partially funded with Portland International Airport "Passenger Facility Charges" (PFCs), it is essential that this source not be precluded by a change in the FAA Act. Another contentious issue is the House-approved increase in the PFC cap from \$3 to \$6. This increase is necessary to help PDX and other airports finance capital projects required to accommodate growing passenger traffic.
 6. **AMTRAK SOUTH STATION:** Clackamas County, in cooperation with ODOT and Amtrak, is now going through a process of siting a new Amtrak station in the south portion of the Metro region to compliment existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 1500-foot-long platform, a small station structure, lighting and adjacent parking for a total of \$750,000 to \$1,000,000. The region will be seeking capital funding through Amtrak and will seek the support of the Congressional delegation in this endeavor.
 7. **INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro, the City of Portland and Tri-Met are working to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is consideration by the City of Portland of establishing an urban renewal district to provide a portion of the funding towards both the light rail and redevelopment. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, funding could be provided to accelerate this redevelopment program. It is expected that the urban renewal district will not provide sufficient funds to meet all the needs in the corridor and will not generate much revenue in the early years.

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As such, TCSP funds could be used to initiate several redevelopment projects, thereby serving as a catalyst for further redevelopment. As this creates new private investment, tax increment financing resulting from this investment will provide the funding for further redevelopment projects in the future and help establish the cash-flow for the funding contribution toward the light rail construction itself. Funding would be used for such activities as land acquisition and public street and pedestrian improvements that facilitate specific redevelopment projects. Metro will be submitting an application through the FHWA solicitation process for FFY 2001 funding and will seek Congressional support for this endeavor.

8. **HIGH SPEED RAIL:** Passenger Rail Service is an important component of the state's transportation system. As one of eight designated high-speed rail corridors in the nation, the Pacific Northwest Passenger Rail Corridor is eligible for federal funding. Recent appropriation bills have earmarked Section 1103 funds for rail/highway crossings and other capital improvements in these corridors. The region supports efforts to secure further appropriations of this funding for improvements in the Pacific Northwest Corridor.
9. **INTELLIGENT TRANSPORTATION SYSTEM:** The region is supporting a single \$6.5 million "State of Oregon" earmark for the following ITS initiatives:
 - TransPort – The TransPort project is a multi-agency project in the Portland region that is integrating each agency's transportation system into a regional system to enhance traffic and transit management and traveler information.
 - Commercial Vehicle Information Systems and Networks (CVISN) – ODOT is implementing electronic credentialing and permitting for commercial vehicles.
 - California-Oregon Advanced Transportation Systems (COATS) – This rural ITS project is applying ITS technology to rural issues in a bi-state area covering Southern Oregon and Northern California.
 - Transit Trip Planning – This project will begin integrating transit information from Oregon transit providers into a statewide transit trip planning system.
10. **CENTRAL CITY STREETCAR:** The 130-acre North Macadam District is the last major undeveloped area within the City of Portland's core. This largely unimproved area presents a unique opportunity to create a new neighborhood that will attract and accommodate jobs and housing in the Central City, furthering efforts to preserve our region's natural and agricultural resources. To take advantage of the opportunity presented, challenges to development posed by poor transportation access and circulation, inadequate infrastructure, and areas of soil contamination must be responded to and overcome.

The extension of the Central City Streetcar into this district is critical to provide the necessary transit service to accommodate the 8,500 to 10,000 jobs and 1,500 to 3,000 housing units expected to develop during the next 20 years. This 1½-mile extension is from Portland State University where the ongoing streetcar project terminates into the North Macadam District. It is estimated to cost \$45 million, including rolling stock. Tax Increment Financing and private contributions through a Local Improvement District are identified to provide \$37.5 million leaving \$7.5 million as yet unfunded. Although this project is not intended to compete for FTA "New Starts" funding, it could qualify for other DOT, EPA or HUD categories.

NOTE: The *italic and underscored* language has been requested by the Clackamas County Board of commissioners. The **bold** language has been requested by C-TRAN.

11. STARK STREET BOULEVARD (181 - 197th): Congress authorized \$1 million in TEA-21 "High Priority" funds for pedestrian improvements that support Gresham's revitalization of the Rockwood Town Center with transit-oriented development and access. The project retrofits a dangerous, auto-dominated arterial into a boulevard that safely accommodates pedestrians, bicyclists, and transit users. The project links the central commercial area with area employers and services, as well as three heavily used MAX stations. The TEA-21 funds provide full project design, but only fund construction from 181st to 190th. Additional funds of up to \$2 million are needed to build the full project to 197th and address the massive, hazardous intersection of Stark/Burnside/MAX. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, supplemental funding could be provided to complete the entire project within two years. Gresham anticipates applying for these funds through the FHWA solicitation process and will seek the support of the delegation.

12. TEA-21 UPDATE

A. Technical corrections: Congress may reopen TEA-21 to make technical corrections. If so, this is both an opportunity to advance some issues of interest to the Portland region or a risk that we lose ground on changes not in our interest. If a reopening does occur, it is important to pay attention to the following issues:

- Most provisions of TEA-21 are very positive to the Portland region and are important to preserve in the event of a reopening. In particular, changes in the funding formulas adopted in TEA-21 are generally favorable to Oregon and we would be concerned about actions that shift funding away from Oregon. In addition, provisions dealing with funding flexibility and the role of the metropolitan planning organization are important to maintain.
- When TEA-21 was adopted, 10 original states, including Oregon, that set up State Infrastructure Banks under ISTEA were prohibited from capitalizing the bank with any further federal funds. Conversely, four new states were given the right to set up and capitalize infrastructure banks. Language allowing the original 10 State Infrastructure Banks to continue to capitalize the banks with federal funds would be helpful.
- During the TEA-21 debates and again with the FFY 2000 Appropriations Bill, various forms of minimum and/or maximum transit funding appropriations were considered. Either a minimum guarantee or a maximum cap would be detrimental to the ability of the Portland region to receive appropriations for Interstate MAX.
- TEA-21 included establishment of "firewalls" between transportation appropriations and other aspects of the federal budget. In upcoming years, as receipts to the federal Highway and Transit Trust Funds grow, it is important to maintain these firewalls.

B. Future Policy Issue – FHWA's Office of Freight Management and Operations recently completed an evaluation of impediments to efficient freight flows. Consideration is being given to creating a funding category for improvements on "Intermodal Connectors," a classification within the National Highway System. The region has an interest in influencing this as it develops because of the importance of freight to the region's transportation system.

NOTE: The *italic and underscored* language has been requested by the Clackamas County Board of commissioners. The **bold** language has been requested by C-TRAN.

The Portland region is supportive of the following requests for Sec. 5309, "Bus" funding, from C-TRAN to the Washington Congressional delegation.

13. **OPERATIONS AND MAINTENANCE FACILITY:** In 1999, Congress authorized \$9 million for design and construction for expansion of the C-TRAN transit operations and maintenance and facility in Clark County Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking \$11 million to complete the project.
14. **INTERSTATE 5 (I-5) PARK-AND-RIDE FACILITY:** C-TRAN is currently in the process of acquiring property for a park-and-ride facility in one of the nations designated Trade Corridors, Interstate 5 (I-5). Currently the agency operates with 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. Additional funds of \$2 million are required to construct the new facility which will double the existing capacity in southwest Washington to 1200 spaces.
15. **INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million T-21 funds for phased deployment of an Intelligent Transportation System (ITS) program. A recently completed a system-wide technology assessment outlines the use of bus dispatch and mobile data system to increase the effectiveness of the agency. The project for SW Washington will be coordinated with the Oregon ITS project and with other Washington jurisdictions.

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DRAFT #11
Portland Regional Federal Transportation Priorities

- HIGH-CAPACITY TRANSIT:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail. The strategy presented below is designed to recognize the current status of development of each of these projects and establish an approach that *may be* feasible within the federal funding requirements that apply. The strategy recognizes that the South/North corridor is the region's top priority but acknowledges that the Interstate MAX (*segment #1*) project is ready to go while the South Corridor Transit Improvement Program (*segment #2*) requires definition. It also recognizes that the Washington County Commuter Rail project may be relatively easy to advance under the federal provisions that streamlines the process for projects requesting less than \$25 million. *It is important to clarify that the region's immediate and short-term goal is to maximize federal new start transit funding for IMAX over the next five years so that the project can be completed prior to the next major transportation reauthorization bill and so that borrowing costs are reduced. It is the region's long-standing goal to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved. Therefore, along with maximizing federal funding support for IMAX, the region would like to advance a series of projects in the South. Federal support for Washington County Commuter Rail will also be pursued in a manner that does not jeopardize federal support for both segments of the region's highest priority -- the South/North corridor. The Portland region will work to ensure that the south corridor project will be this region's number one priority for authorization when Congress considers the follow-on bill to TEA-21. With these goals in mind,* this paper establishes the overall approach for the next 3-5 years, through the remainder of TEA-21 and into the next transportation authorization period. It defines a very specific request for Federal Fiscal Year 2001. As the projects and funding commitments evolve, future regional actions will define specifically what is requested for specific future fiscal years.

Proposal: Substitute the above amendment with the following:

It is important to clarify that the region's immediate goal is to maximize federal new start transit funding for IMAX over the next five years. Furthermore, it is one of the region's long-standing goals to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved.

Therefore, the region would like to advance a series of projects in the South. Finally, federal support for Washington County Commuter Rail will be pursued in a manner that recognizes the region's highest priority -- the South/North Corridor. The Portland region will work to ensure that the South Corridor Transit Improvement Program will be this region's number one priority for authorization when Congress considered the follow-on bill to TEA-21. With these goals in mind,

NOTE: The *italic and underscored* language on pages 1, 2, 3 and 4 has been requested by the Clackamas County Board of Commissioners. The **bold** language on page 8 has been requested by C-TRAN.

- A. INTERSTATE MAX:** The immediate priority for federal project and funding approval is Segment #1 of the South/North Corridor, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local and regional approvals and funding commitments are in place, the Final EIS and Record-of-Decision have been approved by the Federal Transit Administration. Federal funding actions are anticipated as follows:
- With approval of the Record-of-Decision, the region is now seeking FTA approval of a Full Funding Grant Agreement. Approval by the House and Senate "Authorizing" Committees is an essential step in this process.
 - The project is seeking an authorization of \$257.5 million in Section 5309 "New Start" funds in the Full-Funding Grant Agreement.
 - The first year appropriation of \$66 million to Interstate MAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.5 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region due to increased borrowing. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.
- B. SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2 of the South/North Corridor. The region will incrementally implement improvements in the South Corridor as an overall project is redefined in order to be prepared to request authorization for an overall corridor improvement *program* in the reauthorization to TEA-21, as follows:
- Beginning with the FY 2001 federal transit appropriations bill, seek \$2-5 million per year of Section 5309 "Bus" funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
 - Program these funds for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
 - Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
 - At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.
 - After completion of environmental studies (*scheduled for FFY 2002*), seek federal funds for the South Corridor Improvement Program. Pursue federal authorization as the region's top transportation priority of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.

Proposal: Adopt amendment shown above.

NOTE: The *italic and underscored* language on pages 1, 2, 3 and 4 has been requested by the Clackamas County Board of Commissioners. The **bold** language on page 8 has been requested by C-TRAN.

- While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.
- South Corridor will be Tri-Met's next priority (after Interstate Max and Airport Max) for operating expenditures, no additional operating commitments will be made without a secure operations plan for South Corridor.

Proposal: Drop amendment shown above based upon Tri-Met's intent to commit separately.

C. **COMMUTER RAIL:** The region is committed to pursuing the Washington County Commuter Rail Project under the streamlined provisions of the FTA New Starts program for projects under \$25 million, as follows:

- Using Regional STP funds, the region is now involved in the FTA Alternatives Analysis process to qualify the project for implementation under the New Starts program.
- Seek \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight- percent set aside for alternative analysis and preliminary engineering.
- At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
- After completion of environmental studies, seek federal funds for the Commuter Rail. The region will seek New Start Funds of up to \$25 million during federal fiscal years 2001-2003 depending on the status of the Interstate MAX Full-Funding Grant Agreement.

Proposal: Substitute the above amendment with the following:

- **After completion of environmental studies, seek federal funds for the Commuter Rail. The region will seek New Start Funds of up to \$25 million as soon as possible, depending on the status of the Interstate MAX Full Funding Grant Agreement.**

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- *It is the region's goal to advance commuter rail as far as possible without impairing I-MAX and South Corridor funding. Since it is the region's goal to prepare the South Corridor for a significant federal authorization post-TEA-21, if additional financial resources for commuter rail are needed at the same time the region is pursuing an authorization for Segment #2 of the South/North Corridor, the region believes that other non-transportation federal funds should be sought for the commuter rail project.*

Proposal: Drop the amendment shown above.

2. **I-5 TRADE CORRIDOR:** The Bi-State Region is developing a strategy for the I-5 Corridor from I-84 in central Portland to I-205 in Clark County under the FHWA "Borders and Corridors" program as follows:
 - The region, through ODOT and WSDOT, was successful in securing a "Borders and Corridors" grant to define an I-5 Trade Corridor improvement strategy. Phase 1, to define a strategic direction, is nearly complete. The grant will allow Phase 2 to define the corridor improvement program and financing strategy and provide the basis for funding phases of improvement through the "Borders and Corridors" program.
 - The region will pursue funding for incremental phases of the I-5 Trade Corridor improvement program in FFY 2001, 2002 and 2003 appropriation for selected stand-alone improvements as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I. In FFY 2001, \$2 million is requested to carry out Preliminary Engineering for the I-5/Delta Park project.
 - It is anticipated that authorization of the overall improvement strategy will be sought through the next authorization bill, expected to be adopted by 2003 for the period FFY 2004-2009. Specific funding could be committed to this improvement program from the "Borders and Corridors" program, the Highway "Demo" program and/or the Federal transit programs.
 - Associated with the I-5 freeway corridor may be improvements needed to the railroad bridge across the Columbia River. It has capacity limitations that constrain the ability of the two railroad companies to expand traffic, add rail spurs into the West Hayden Island area and accommodate added High-Speed Rail service from Eugene to Seattle and Vancouver, B.C. In addition, the location of the railroad lift-span causes a high frequency of lifts on the I-5 Columbia River Bridge. The scope of needed improvements is still being determined and could involve a public-private partnership with the railroad companies. Authorization of federal funds may be sought through the Water Resources Development Act and/or as a Highway "Demo" project in the next reauthorization of TEA-21.
 - In addition, improvements throughout the Columbia Corridor to improve truck access may be appropriate to earmark in the reauthorization of TEA-21 as Highway "Demo" projects. The Port of Portland may be requesting partial funding for the West Hayden Island bridge connection to Rivergate to access this marine terminal expansion.

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12. TEA-21 UPDATE

- A. Technical corrections:** Congress may reopen TEA-21 to make technical corrections. If so, this is both an opportunity to advance some issues of interest to the Portland region or a risk that we lose ground on changes not in our interest. If a reopening does occur, it is important to pay attention to the following issues:
- Most provisions of TEA-21 are very positive to the Portland region and are important to preserve in the event of a reopening. In particular, changes in the funding formulas adopted in TEA-21 are generally favorable to Oregon and we would be concerned about actions that shift funding away from Oregon. In addition, provisions dealing with funding flexibility and the role of the metropolitan planning organization are important to maintain.
 - When TEA-21 was adopted, 10 original states, including Oregon, that set up State Infrastructure Banks under ISTEA were prohibited from capitalizing the bank with any further federal funds. Conversely, four new states were given the right to set up and capitalize infrastructure banks. Language allowing the original 10 State Infrastructure Banks to continue to capitalize the banks with federal funds would be helpful.
 - During the TEA-21 debates and again with the FFY 2000 Appropriations Bill, various forms of minimum and/or maximum transit funding appropriations were considered. Either a minimum guarantee or a maximum cap would be detrimental to the ability of the Portland region to receive appropriations for Interstate MAX.

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- TEA-21 included establishment of “firewalls” between transportation appropriations and other aspects of the federal budget. In upcoming years, as receipts to the federal Highway and Transit Trust Funds grow, it is important to maintain these firewalls.
- B. **Future Policy Issue** – FHWA’s Office of Freight Management and Operations recently completed an evaluation of impediments to efficient freight flows. Consideration is being given to creating a funding category for improvements on “Intermodal Connectors,” a classification within the National Highway System. The region has an interest in influencing this as it develops because of the importance of freight to the region’s transportation system.

The Portland region is supportive of the following requests for Sec. 5309, “Bus” funding, from C-TRAN to the Washington Congressional delegation.

13. **OPERATIONS AND MAINTENANCE FACILITY:** In 1999, Congress authorized \$9 million for design and construction for expansion of the C-TRAN transit operations and maintenance and facility in Clark County Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking \$11 million to complete the project.
14. **INTERSTATE 5 (I-5) PARK-AND-RIDE FACILITY:** C-TRAN is currently in the process of acquiring property for a park-and-ride facility in one of the nations designated Trade Corridors, Interstate 5 (I-5). Currently the agency operates with 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. Additional funds of \$2 million are required to construct the new facility which will double the existing capacity in southwest Washington to 1200 spaces.
15. **INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million T-21 funds for phased deployment of an Intelligent Transportation System (ITS) program. A recently completed a system-wide technology assessment outlines the use of bus dispatch and mobile data system to increase the effectiveness of the agency. The project for SW Washington will be coordinated with the Oregon ITS project and with other Washington jurisdictions.

Proposal: Adopt the amendments shown above.

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Andy's mark-up.

~~DRAFT #11~~

Portland Regional Federal Transportation Priorities

1. **HIGH-CAPACITY TRANSIT:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail. ~~The strategy presented below is designed to recognize the current status of development of each of these projects and establish an approach that *may be* feasible within the federal funding requirements that apply. The strategy recognizes that the South/North corridor is the region's top priority but acknowledges that the Interstate MAX (*segment #1*) project is ready to go while the South Corridor Transit Improvement Program (*segment #2*) requires definition. It also recognizes that the Washington County Commuter Rail project may be relatively easy to advance under the federal provisions that streamlines the process for projects requesting less than \$25 million. It is important to clarify that the region's immediate and short-term goal is to maximize federal new start transit funding for IMAX over the next five years so that the project can be completed prior to the next major transportation reauthorization bill and so that borrowing costs are reduced. It is the region's long-standing goal to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved. Therefore, along with maximizing federal funding support for IMAX, the region would like to advance a series of projects in the South. Federal support for Washington County Commuter Rail will also be pursued in a manner that does not jeopardize federal support for both segments of the region's highest priority -- the South/North corridor. The Portland region will work to ensure that the south corridor project will be this region's number one priority for authorization when Congress considers the follow-on bill to TEA-21. With these goals in mind, this paper establishes the overall approach for the next 3-5 years, through the remainder of TEA-21 and into the next transportation authorization period. It defines a very specific request for Federal Fiscal Year 2001. As the projects and funding commitments evolve, future regional actions will define specifically what is requested for specific future fiscal years.~~

Proposal: Substitute the above amendment with the following:

It is important to clarify that the region's immediate goal is to maximize federal new start transit funding for IMAX over the next five years. Furthermore, it is one of the region's long-standing goals to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved. Therefore, the region would like to advance a series of projects in the South. Finally, federal support for Washington County Commuter Rail will be pursued in a manner that recognizes the region's highest priority -- the South/North Corridor. The Portland region will work to ensure that the South Corridor Transit Improvement Program will be this region's number one priority for authorization when Congress considered the follow-on bill to TEA-21. With these goals in mind,

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A. **INTERSTATE MAX:** The immediate priority for federal project and funding approval is Segment #1 of the South/North Corridor, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local and regional approvals and funding commitments are in place, the Final EIS and Record-of-Decision have been approved by the Federal Transit Administration. Federal funding actions are anticipated as follows:

- With approval of the Record-of-Decision, the region is now seeking FTA approval of a Full Funding Grant Agreement. Approval by the House and Senate "Authorizing" Committees is an essential step in this process.
- The project is seeking an authorization of \$257.5 million in Section 5309 "New Start" funds in the Full-Funding Grant Agreement.
- The first year appropriation of \$66 million to Interstate MAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.5 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region due to increased borrowing. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.

B. **SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2 of the South/North Corridor. The region will incrementally implement improvements in the South Corridor as an overall project is redefined in order to be prepared to request authorization for an overall corridor improvement program in the reauthorization to TEA-21, as follows:

- Beginning with the FY 2001 federal transit appropriations bill, seek \$2-5 million per year of Section 5309 "Bus" funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
- Program these funds for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
- Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
- At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.
- After completion of environmental studies (scheduled for FFY 2002), seek federal funds for the South Corridor Improvement Program. Pursue federal authorization as the region's top transportation priority of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.

Proposal: Adopt amendment shown above.

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- While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.
- South Corridor will be Tri-Met's next priority (after Interstate Max and Airport Max) for operating expenditures, no additional operating commitments will be made without a secure operations plan for South Corridor.

Proposal: Drop amendment shown above based upon Tri-Met's intent to commit separately.

after the planning and environmental studies are complete
C. **COMMUTER RAIL:** The region is committed to pursuing the Washington County Commuter Rail Project under the streamlined provisions of the FTA New Starts program for projects under \$25 million, as follows:

- Using Regional STP funds, the region is now involved in the FTA Alternatives Analysis process to qualify the project for implementation under the New Starts program.
- Seek \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight-percent set aside for alternative analysis and preliminary engineering.
- At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
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Proposal: Substitute the above amendment with the following:

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12. TEA-21 UPDATE

A. **Technical corrections:** Congress may reopen TEA-21 to make technical corrections. If so, this is both an opportunity to advance some issues of interest to the Portland region or a risk that we lose ground on changes not in our interest. If a reopening does occur, it is important to pay attention to the following issues:

- Most provisions of TEA-21 are very positive to the Portland region and are important to preserve in the event of a reopening. In particular, changes in the funding formulas adopted in TEA-21 are generally favorable to Oregon and we would be concerned about actions that shift funding away from Oregon. In addition, provisions dealing with funding flexibility and the role of the metropolitan planning organization are important to maintain.
- When TEA-21 was adopted, 10 original states, including Oregon, that set up State Infrastructure Banks under ISTEA were prohibited from capitalizing the bank with any further federal funds. Conversely, four new states were given the right to set up and capitalize infrastructure banks. Language allowing the original 10 State Infrastructure Banks to continue to capitalize the banks with federal funds would be helpful.
- During the TEA-21 debates and again with the FFY 2000 Appropriations Bill, various forms of minimum and/or maximum transit funding appropriations were considered. Either a minimum guarantee or a maximum cap would be detrimental to the ability of the Portland region to receive appropriations for Interstate MAX.

NOTE: The *italic and underscored* language on pages 1, 2, 3 and 4 has been requested by the Clackamas County Board of Commissioners. The **bold** language on page 8 has been requested by C-TRAN.

- TEA-21 included establishment of “firewalls” between transportation appropriations and other aspects of the federal budget. In upcoming years, as receipts to the federal Highway and Transit Trust Funds grow, it is important to maintain these firewalls.

B. **Future Policy Issue** – FHWA’s Office of Freight Management and Operations recently completed an evaluation of impediments to efficient freight flows. Consideration is being given to creating a funding category for improvements on “Intermodal Connectors,” a classification within the National Highway System. The region has an interest in influencing this as it develops because of the importance of freight to the region’s transportation system.

The Portland region is supportive of the following requests for Sec. 5309, “Bus” funding, from C-TRAN to the Washington Congressional delegation.

13. OPERATIONS AND MAINTENANCE FACILITY: In 1999, Congress authorized \$9 million for design and construction for expansion of the C-TRAN transit operations and maintenance and facility in Clark County Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking \$11 million to complete the project.

14. INTERSTATE 5 (I-5) PARK-AND-RIDE FACILITY: C-TRAN is currently in the process of acquiring property for a park-and-ride facility in one of the nations designated Trade Corridors, Interstate 5 (I-5). Currently the agency operates with 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. Additional funds of \$2 million are required to construct the new facility which will double the existing capacity in southwest Washington to 1200 spaces.

15. INTELLIGENT TRANSPORTATION SYSTEMS (ITS): C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million T-21 funds for phased deployment of an Intelligent Transportation System (ITS) program. A recently completed a system-wide technology assessment outlines the use of bus dispatch and mobile data system to increase the effectiveness of the agency. The project for SW Washington will be coordinated with the Oregon ITS project and with other Washington jurisdictions.

Proposal: Adopt the amendments shown above.

cjpact02-10-00FederalPrior#11 of 2-9-00.doc

No
Bold

NOTE: The *italic and underscored* language on pages 1, 2, 3 and 4 has been requested by the Clackamas County Board of Commissioners. The **bold** language on page 8 has been requested by C-TRAN.

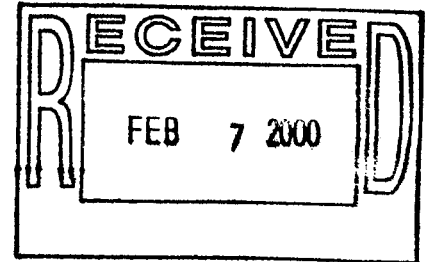


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"FAXED 2/2/00"

21711/KTP/jeb

February 2, 2000



Mr. Jon Kvistad, Chair
JPACT Members
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

SUBJECT: Regional Federal Transportation Priorities

Dear JPACT Chair and Members:

C-TRAN requests three Southwest Washington transit priority projects be included in the Regional Federal Transportation Priorities briefing paper. Inclusion of the following projects will facilitate our work with Tri-Met to secure additional transit funds for the region:

1. **Operations and Maintenance Facility** In 1999, Congress authorized \$1 million for design and construction to expand the C-TRAN transit operations and maintenance facility in Clark County, Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking an additional \$11 million to complete the \$18 million project .
2. **Interstate 5 (I-5) Park & Ride Facility** C-TRAN is currently in the process of acquiring property for a park & ride facility along the Interstate 5 (I-5) National Trade Corridor. Currently, the agency operates 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. C-TRAN is seeking \$2 million in additional funds to construct the new facility which will double the existing capacity in the corridor to 1,200 spaces.

Continued . . .

3. **Intelligent Transportation Systems (ITS)** C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million TEA-21 funds for phased deployment of an Intelligent Transportation System. A recently completed a system-wide technology assessment outlined the use of bus dispatch and mobile data systems to increase the effectiveness of the agency. The project for Southwest Washington will be coordinated with the Oregon ITS project and other Washington jurisdictions.

I appreciate your consideration of these three projects to further our bi-state coordination efforts to improve transit in the region.

Sincerely,

C-TRAN



Keith T. Parker, AICP
Executive Director/CEO

- c: Mayor Royce Pollard, City of Vancouver
Commissioner Craig Pridemore, Chair, Clark County
Dean Lookingbill, Transportation Director, RTC
Don Wagner, Southwest Regional Administrator, WSDOT
Deb Wallace, Director, Planning & Development, C-TRAN



METRO

DATE: February 3, 2000
TO: JPACT
FROM: Bill Barber, TDM Subcommittee Chairman *BB*
SUBJECT: **Transportation Management Association (TMA) Briefing**

* * * * *

The Executive Directors from three Transportation Management Association (TMA) programs will brief JPACT on the current role of TMAs in the region, in order to provide the basis for further JPACT discussion on TMA purpose and funding. Rick Williams from the Lloyd District TMA, Dan Kaempff from the Tualatin TMA, and Judy Edwards from the Westside Transportation Alliance represent existing TMAs with similar goals but different geographic sizes and Region 2040 areas, as well as different core membership.

Purpose and Function of Transportation Management Associations (TMAs)

TMAs are nonprofit coalitions of local businesses and/or public agencies dedicated to reducing traffic congestion and pollution and improving commuting options for their employees. TMAs promote shared ride and the use of transit, walking, biking, work schedule changes and telecommuting, especially during the most congested times of the day. The existing TMAs have helped to achieve regional transportation goals by reducing the number of single occupancy vehicles in local areas. The TMAs have helped to achieve regional growth management goals of improved economic development by helping to break congestion barriers to doing business. Existing TMAs have acted as a liaison between the business community and public agencies, and have helped to open a dialog on transportation planning issues.

Background Policy Framework

Resolution No. 98-2676 established the policy basis and funding strategy for TMAs for the MTIP development process. Under this policy, TMA funding is provided through the MTIP process for initial feasibility studies followed by seed money to start-up operations. These seed monies provide a 3-year declining resource at 90 percent, 67 percent, and 33 percent, for a total regional share of \$142,500 for each TMA. Through the 1999 MTIP update \$1 million was allocated to existing and new TMAs for FY 2000 to 2003. As part of TPAC and JPACT discussion of the Resolution, there was acknowledgement that a successful TMA requires a combination of private sector dues or donations and public sector support. The staff report accompanying Resolution No. 99-2864, which selected and allocated funds to TMAs for FY 2000 to 2003, recommends

that the current policy issue for regional vs. local TMA funding is revisited prior to the next MTIP cycle, which is scheduled to begin around May 2000.

Current Policy Questions

The Executive Directors from the three existing TMA programs will provide an informational presentation to provide the framework for JPACT consideration of the following policy questions:

1. What are the regional expectations for TMAs?
 - Tri-Met's *Transit Choices for Livability* identified up to 28 locations for TMA development.
 - The *Regional Transportation Plan Resolution Draft* identifies three existing TMAs, eight TMAs funded through the 2000-2003 MTIP, and five proposed TMAs in Regional Centers.
 - What are the region's goals and objectives for TMAs—do they vary by location?
2. What is the local and legislative TMA funding strategy?
 - TMAs need long-term financial stability; how should they be funded in the long run?
 - What is the strategy for funding TMAs through future MTIP or local government processes?
3. How can TMA progress be measured?
 - Currently, Tri-Met, through the CMAQ-funded Regional TDM Program, is responsible for administration of the regional TMA program. Tri-Met monitors progress of the TMAs and prepares annual progress reports for TDM Subcommittee review.
 - An improved system of evaluation of public investment is necessary. For example, what is the value of reducing single occupancy vehicles due to TMA program efforts?
 - There is a need for improved data development and economic analysis to measure the costs and benefits of TMAs.

In summary, current regional experience indicates that local sources have not reached a point of replacing the regional TMA funds. Also, the existing TMAs in the region have asserted that more than three years is needed to move TMAs from strategic planning to implementation of programs. At issue is whether the necessary public support should be provided with regional or local funds, or both.

M E M O R A N D U M

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



METRO

Date: February 3, 2000
To: JPACT
From: *MH* Michael Hoglund, Transportation Planning Manager
Subject: *FY 2002-2005 MTIP/STIP*

The next allocation of federal and state funds for modernization projects will be gearing up this summer through development of the 2002-2005 State and Metropolitan Transportation Improvement Program (MTIP/STIP). Following is a summary of the proposed schedule. If there are changes to the process from past practice, direction is needed from JPACT within the next several months.

General Schedule: 2002-2005 MTIP/STIP

- Spring 2000 - Update revenue forecasts.
- Summer 2000 - Approve ranking criteria.
- Fall 2000 - Project submittal and technical ranking.
- Winter 2001 - Public outreach and JPACT/Metro Council adoption process.
- Spring 2001 - Air quality conformity.
- Summer 2001 - OTC adoption.

Westside Transportation Alliance

Serving the Transportation Needs of Westside Employers

It's a fact...good news from WTA!

February 10, 2000

The mission of the Westside Transportation Alliance is to serve the transportation needs of westside employers through public/private partnerships that reduce traffic congestion, improve air quality, foster economic vitality, and improve quality of life.

- WTA was formed in 1994 with CMAQ funds under the structure of the City of Beaverton. In 1996, the WTA formed a separate non-profit organization. WTA received a total of \$76,700 from the original \$250,000 grant.
- Currently, WTA has 18 employer members from Tigard, Beaverton, and Hillsboro, representing approximately 25,000 employees. Supporting members pay \$10 per employee with a minimum of \$500 and maximum of \$15,000; Basic members pay \$5 per employee with a minimum of \$250 and maximum of \$5,000.
- 2000 Goals
 1. Enhance WTA's role as a key partner in improving transportation services. Objectives: Increase advocacy to state, regional and local governments and agencies; strengthen partnerships with other related associations and organizations.
 2. Provide members with services they value. Objectives: position WTA as the transportation information source of choice; provide transportation services.
 3. Strengthen organizational structure. Objectives: provide leadership and strategic direction through a diverse and engaged board of directors; expand and engage the membership; improve financial resources to strengthen organizational structure.
- Services include: bi-monthly newsletter; bi-monthly update to members only; Employee Transportation Coordinator (ETC) network meetings every 6 weeks; FAX-on-Demand Service for members only; 6 informational sessions/seminars per year; "Car Free & Carefree Week" set for July 24-28, 2000 with Tualatin TMA, Lloyd District TMA, Columbia Corridor TMA, and Swan Island TMA; WTA Nimbus Shuttle connecting to Beaverton Transit Center, ECO compliance assistance for members; Transportation Fairs; website www.wta-tma.org hosted by Washington County; dissemination of TDM ideas to ETCs; assistance to members with publicizing their TDM efforts.
- In-kind services include office space, bookkeeping services, and donated furniture and equipment.
- Board of Directors:

CHAIR: John Geffel, Sr. V. P. Marketing, Timberline Software Corp.
SECRETARY/TREASURER: Linda Odekirk, Transportation Specialist, Nike Inc.
DIRECTORS: Nic Herriges, Corporate Attorney, Analogy, Inc.; Kathleen A. Lehtola, Assistant Director, Land Use & Transportation, Washington County; Mike Salsgiver, Public Affairs Manager, Intel Corporation; Robert E. Stacey, Executive Director Policy & Planning, Tri-Met
- Staff: one full time executive director and one half-time intern who will start in early 2000.

**Tualatin TMA
Presentation to JPACT
February 10, 2000**

History and Overview

The seeds of the Tualatin TMA were planted in 1995, as concerns grew about the lack of transit service in Tualatin's industrial area, and over rapidly increasing local congestion. A task force, consisting of the Tualatin Chamber of Commerce, the City of Tualatin, Tri-Met and local business leaders spent a year and a half studying the problems and looking at potential solutions. The task force's conclusion was to create a TMA with the goals of providing shuttle service, education, and advocacy for member businesses. Local businesses pledged \$30,000 in annual membership dues, thus making Tualatin one of the few TMAs founded with private dollars. The TMA officially began operation in April 1997 and is a service of the Tualatin Chamber of Commerce. There are currently 12 member businesses, representing 1,600 employees.

TMA Services

Shuttle

July 1997 – Began service to TMA member businesses. Originally contracted with Gray Line to provide service.

March 1999 – Took service in-house.

Two reasons:

- Save money. Chamber member provides van at substantially reduced cost. Yearly operating costs dropped 48 percent.
- Closer control of service (record-keeping, consistency of service.)

November 1999 – Opened service to general public. Also changed from a fixed route/schedule to "on demand" method of service delivery. Shuttle connects with Tri-Met on the half-hour during A.M., passengers schedule P.M. pickup time

Increased ridership:

- 100 percent increase in average daily boardings by the end of December, holding steady through February. (See attachment)

Service improvements:

- Improved connection time with Tri-Met system
- Improved average passenger wait time at Tri-Met stop or business to 10 minutes or less
- Reduced average passenger trip time between Tri-Met stop and jobsite to less than 15 minutes
- Provided rides to a broader range of destinations (potential new member businesses)

Other Services

Carpool matching
Emergency Ride Home
Transit trip planning
Outreach and education
Advocacy

Partnerships

City of Tualatin: The city has been strong supporter of the TMA since its inception, donating planning assistance, office equipment, a computer as well as other services. Mayor Lou Ogden sits on the TMA Steering Committee.

Tri-Met: The TDM planning department put countless hours into helping define the issues and creating the framework for the TMA, and continues to provide technical assistance. Tri-Met's Marketing Department assists us with employee outreach efforts and has developed and produced a number of marketing pieces for us.

Tualatin businesses: Being a part of the Chamber of Commerce gives the TMA a very high profile in the community.

Other TMAs: Share information, plan events (Car Free & Carefree Week, July 24-28, 2000)

Tualatin TMA Shuttle Ridership

	Total Boardings	Avg. Daily Boardings	Service Days
October, 1999	175	8	21
November, 1999	323	16	20
December, 1999	406	19	21
January, 2000	351	17	21
February, 2000	111	19	6

Open-air theater proposal has new life

Concert promoters say the Portland metropolitan area is ready for a 5,000-seat outdoor performance venue

By DANA TIMS
THE OREGONIAN

WILSONVILLE — Dreams of an outdoor amphitheater carved into a woodlandside just north of Wilsonville are following 11 years of dormancy.

Oswego arts activist and retired teacher Bill Headlee, who tried to build an amphitheater on the property in 1981, is again leading the charge. He has secured an option on 44 acres now owned by the Pheasant Ridge RV Park. Headlee has had preliminary discussions with city and county Wilsonville planners.

Much remains to be done. Headlee is currently including persuading Metro to purchase the outdoor amphitheater capable of seating about 5,000 people merits bringing the property inside Wilsonville's urban-growth boundary.

Headlee said if enough investors can be found to make the project fly, he is willing to launch the process needed to clear the way for a facility that concert promoters say is badly needed somewhere in the Portland area.

Headlee said "land-use questions will be the key," Headlee said. "But there's no doubt land is ready for this."

In 1989, a proposed outdoor theater site, located just north of Southwest Elligsen Road about one-quarter mile east of Wilsonville's I-5 Stafford interchange, was approved by both Wilsonville and Washington County.

However, the state Land Use Board of Appeals torpedoed it shortly afterward, leaving the owners of Burns Brothers Book Stop, which has since closed, opposed the plans. The land board ruled against an amphitheater at the site would violate state regulations calling for such facilities to be built only in urban areas.

Headlee said that may have been the case at the time. A decade-long period of explosive growth in and around Wilsonville may

Tualatin shuttle finds growth is slow

Those behind the free service to get residents to and from their jobs measure success one person at a time

Ronald Hardy and Adriana Alcaraz enjoy a free ride on the Tualatin Transportation Management Association's shuttle. The shuttle has been offering free rides to the public since November. The association's focus is to provide workers an alternative way to work in a city that has little mass transit available and congested roads.

BRENT WOJAHN
THE OREGONIAN



By EMILY TSAO
THE OREGONIAN

TUALATIN —

It's perhaps one of the city's best kept secrets: a free shuttle that brings residents to and from work.

For residents working within city limits, some receive door-to-door service. For people who live or work outside the city, the shuttle brings them to the closest bus stop. In the early morning, the shuttle even ventures to downtown Portland to pick up employees so they can make their 6 a.m. shifts in Tualatin. Again, it's free.

A seemingly great idea in theory, the shuttle still has a long road ahead of it.

Since the Tualatin Transportation Management Association opened up its shuttle service to the public in November, the number of riders has more than doubled to an average of 17 riders a day.

And, Transportation Management Association program manager Dan

Kaempff is not discouraged. He is counting the program's success one person at a time.

Room to grow

"We have been successful. We have a lot of room to grow," he said. "When I look out my window and I see traffic backed up, I know we can do something to relieve that."

Traffic is one of the biggest problems suburbs face today. Compounded by a lack of public transportation and quirky street layouts, most residents rely on their cars and the same few roads to get to their destination. Once quiet country roads turn into parking lots during rush hour.

In 1996, the state Department of Environmental Quality began a program that required Portland area companies of more than 50 employees at a single work site to reduce the number of car trips to work by 10 percent in three years.

Businesses looking to adhere to state regulations and meet the needs

of their employees agreed to participate in the shuttle program. Ten businesses with about 1,300 employees signed up.

In July 1997, the shuttle service sponsored by about \$90,000 in public and private funds started. At first it was only available to businesses who paid a fee for every employee they had. In return, their employees rode the shuttle and received other services for free. An average of eight passengers rode the shuttle daily.

Adapts to riders' needs

Over time, the shuttle program adapted to the needs of its riders. Some riders wanted a way home in case of an emergency. The shuttle program offered free taxi service. The shuttle program changed its schedules so pickups would coincide with Tri-Met's bus service. The program also started an early morning pickup in downtown Portland for commuters with a 6 a.m. shift.

Today, the shuttle operates from 6:30 a.m. to 8 a.m. and then again

from 2:30 p.m. to 5:30 p.m. The association now has 13 business members. While services are free to all businesses, employees of nonmembers may be charged in the future.

"We do what we can to get people where they need to go," Kaempff said.

The light blue shuttle, which seats seven people, picked up Jarad Stokes from his job as a machinist at Key Knife Inc. earlier this week. The Tualatin resident sat in the back seat and explained why he has been riding the shuttle for the past eight months.

"It was free," the 24-year-old said. "It was easy to get back and forth."

Pam Anderson, director of employee services at Key Knife, said the company would like to see more employees ride the shuttle. But, she understands why people who work different shifts or live in a different city would not use the shuttle or other forms of public transportation.

"To catch a bus that comes into Tualatin is not convenient at all. It's a long commute," she said. "People like the ease of coming and going as they please."

FREE RIDE

What: Tualatin Transportation Management Association Shuttle provides service within the city

Who: Any employee commuting to or from work

Cost: Free

When: Monday through Friday

Where: First pickup of the day starts at 5:32 a.m. in downtown Portland on Southwest Yamhill Street between 5th and 6th avenues.

Pickups also take place at 6:30 a.m., 7 a.m. and 7:30 a.m. in Tualatin at the Mohawk Park & Ride at the intersection of Southwest Martinazzi Avenue and Mohawk Street.

Afternoon pickups are by appointment only.

For more info: Call 692-0780 to reserve a seat

OREGONIAN
2/7/00



**Comments to JPACT
February 10, 2000**

TMA Mission: The mission of the Lloyd District TMA is to support and promote the economic vitality of the Lloyd District through cooperative, business-supported programs promoting efficient, balanced transportation systems and land use patterns.

History:

- Established in 1994 with CMAQ grant.
- Currently 45 members representing 8,000+ employees and 2 neighborhood associations.
- 2 year planning process beginning in 1995 which resulted in implementation of Lloyd District Partnership Plan in April 1997.

Recent Accomplishments (1997 – present)

- District-wide commute transit mode split from 10% to 22%.
- 27% of all district employees with a PASSport annual transit pass.
- PASSport sales up 16% in past year to 5,362 total passes sold
- TMA members invest \$648,802 in PASSport annually, up 29% in past year.
- Annual VMT reduction at 1.3 million vehicle miles traveled.
- Employee auto trips commute trips from 72% (1997) to 53% (1999).
- 460 commute hour vehicles removed from the road.
- Increased bicycle mode split by 25%, 1997 to 1999.
- Weekly bicycle trips up 70% district-wide.
- Extensive network of outreach and events promoting alternative transportation options.
- Winner of 1999 EPA/Renew America Way to Go Award.
- Winner of 1998 BTA Alice B. Toeclips Award

2000 Goals and Objectives

- Initiate new Lloyd District Partnership Plan process with City, Tri-Met, Metro
- Increase PASSport sales by 3,000 net new passes by 2002
- Increase total PASSport sales to 6,000 by August 31, 2000.
- Initiate new North direct route transit to Lloyd District based on 6,000 PASSports
- Increase awareness and use of 74X.
- Develop and implement employee options for 91 Clark County employees affected by loss of CTRAN 155.
- Increase district-wide bike mode split (currently 4%)
- Increase number of bike accessible sites in the Lloyd District
- Explore rideshare opportunities and programs, particularly for Clark County.

JPACT Comments
February 10, 2000

2000 Goals and Objectives (cont.)

- Extend and enhance employer/employee outreach program(s).
- Negotiate BID funding agreement
- Negotiate regional grant funding

On-Going Concerns

- Lack of understanding as to the role and purpose of TMA's by public agencies
 - + TMA's are a forum through which the business community is brought together to endorse, support and contribute to the attainment of public goals and objectives (i.e., trip reduction, air quality, increased transit ridership, Region 2040, reduce VMT, etc.).
 - + The public sector must remain an active financial partner in TMA's. The private sector cannot be left to both support the operation of TMA's and to fund programs and strategies necessary to effect trip reduction, improved ridership, etc.. Long-term attainment of public goals necessitates long-term funding by the public.
- Lack of understanding as to the magnitude of private investment in TMA's.
 - + Lloyd District businesses contribute over \$640,000 annually into the PASSport program alone. Thousands of hours in volunteer time.
 - + This type of investment must be considered as public agencies consider their role in TMA's.
- Lack of understanding as to the actual costs associated with running a successful TMA.
 - + Lloyd District TMA estimates 2.5 staff (with taxes and benefits) with marketing and basic operational expenses at minimum \$188,000 per year.
- Need for better system for evaluating public agencies' "return on investment."
 - + Need to "value" VMT reductions, increased ridership, cars removed from peak hour, attainment of local and regional strategic goals, etc. and contribute to TMA's accordingly.

MISSION STATEMENT

The mission of the Lloyd District Transportation Management Association (TMA) is to support and promote the economic vitality and livability of the Lloyd District through cooperative, business-supported programs promoting efficient, balanced transportation systems and land use patterns.

**LLOYD DISTRICT TMA
2000 MEMBERSHIP**

<i>Ashforth Pacific, Inc.</i>	<i>Nationwide Insurance</i>
<i>Barry Bolewicz, DDS</i>	<i>Network Behavioral Healthcare</i>
<i>Bonneville Power Administration</i>	<i>Oregon Arena Corporation</i>
<i>Bureau of Labor and Industry</i>	<i>Oregon Convention Center</i>
<i>Bureau of Indian Affairs</i>	<i>Oregon Dept. of Administrative Services</i>
<i>Café Today</i>	<i>Oregon Dept. of Geology</i>
<i>Calaroga Terrace</i>	<i>Oregon Dept. of Revenue</i>
<i>Century West Engineering</i>	<i>Oregon DLCD</i>
<i>CH2M Hill</i>	<i>Oregon State Health Division</i>
<i>Chrome Data</i>	<i>Oregon Workers Compensation</i>
<i>Doubletree Hotel – Lloyd Center</i>	<i>Oregon Video and On-line Services</i>
<i>Eliot Neighborhood Association</i>	<i>PacifiCorp</i>
<i>Hawthorne Inn</i>	<i>PDOT</i>
<i>Irvington Community Association</i>	<i>Pharmacia & Upjohn</i>
<i>Kaiser Permanente</i>	<i>Portland Conference Center</i>
<i>Kindercare, Inc.</i>	<i>Port of Portland</i>
<i>Liberty Northwest Insurance</i>	<i>Shoe Mill</i>
<i>Lloyd Center Management</i>	<i>Supertracks</i>
<i>Lloyd District Community Assoc.</i>	<i>Temple Baptist Church</i>
<i>Marquis Healthcare</i>	<i>Tri-Met</i>
<i>Metro</i>	<i>Transworld Properties</i>
<i>National Marine Fisheries</i>	<i>Unisys</i>
	<i>US Fish & Wildlife</i>

LLOYD DISTRICT TMA 1999 ACCOMPLISHMENTS

- *1999 Way to Go Award Winner!* The Lloyd District TMA was awarded the 1999 Way to Go Award for its work in transportation demand management. The Way to Go Award was given to just nine organizations in the United States and the Lloyd District TMA was honored for the success of the Lloyd District Partnership Plan. The Way to Go Award is co-sponsored by Renew America and the U.S Environmental Protection Agency.

ADVOCACY

- *Representation.* The TMA has successfully represented its members at the local and regional level on such issues as the Citywide Parking Ratios Project, Blueprint 2000, North Interstate Light Rail, the Regional Transportation Plan, Lloyd District Urban Renewal, regional funding of TMA's and other transportation issues affecting the Lloyd District.
- *Expanded TMA Funding Base.* Over the past year, the TMA received an \$80,000 regional grant for TMA services and a three year, \$175,000 funding commitment from Lloyd District property owners through the recently approved Lloyd District Business Improvement District (BID). These funds will provide the TMA with expanded capacity to implement priority elements of its strategic plan for additional transportation planning, transit/bike/rideshare programs and enhanced outreach to employers and employees.

TRANSIT

- *TMA/Tri-Met PASSport Program.* PASSport sales increased 16% from 4,646 to 5,362 passes in 1999. This represents an increase of 716 passes. Approximately 27% of all Lloyd District employees now carry a PASSport. The number of businesses participating in the PASSport program has increased from 35 (1998) to 43 (1999). Overall business investment in the PASSport program increased 29% from \$501,768 to \$648,802.
- *Increased Transit Ridership.* Businesses participating in the TMA's transit program have average employee transit mode split of 36%, up from 21% in 1997. Total transit mode split in the Lloyd District (combining PASSport and non-PASSport businesses) has increased from 10% (1997) to 22% (1999). Transit mode split represents the percentage of all employees who choose transit as their primary mode of access when commuting to work.
- *Targeted Transit Service.* Through partnerships with Tri-Met and C-TRAN, the TMA was able to negotiate new direct route transit service from SE Portland (74X) and Vancouver (#155). These two routes now represent the most frequently used bus routes by Lloyd District employees for home to work commute trips. Twenty-four percent of Lloyd District employees who use the bus to commute to work ride either the 74X or the CTRAN 155. District businesses and their employees identified SE Portland and Vancouver as areas needing enhanced service to the Lloyd District.

TRANSIT (cont.)

- ***Reduced Auto Trips.*** Employee auto trips to the Lloyd District have been reduced by 4,745 trips per week as verified in the 1999 TMA ECO/PASSport survey. This represents an annual vehicle miles traveled (VMT) reduction of 1.3 million miles, which translates into 460 commute vehicles removed from peak hour traffic. In 1997, 72% of all employee trips to the Lloyd District were by car. In 1999 only 53% of all employee trips to the district were made by car.

BICYCLES

- ***Increased Bicycling as a Transportation Option.*** The percentage of all employees who use a bicycle as their primary mode for commuting to work increased from 3% to 4% between 1998 and 1999. This represents a 70% increase in weekly bicycle trips to the district and a 25% increase in mode share. Overall, 80 additional employees have made the transition from a car to bikes in 1999.
- ***Produce Three Annual Community Bicycle Programs.*** With Metro, produce Lloyd District Bike Commute Day (300 participants), sponsored Bicycle Commute Day T-Shirt design contest, and the Winter Bicyclists Breakfast (27 participants).

OUTREACH

- ***Transportation Coordinators (TC) Forum.*** The TMA partners with 26 on-site employee Transportation Coordinators (TC's) who represent members businesses by acting as an information conduit to district employees. The TC Forum has provided support and coordination for the TMA's summer transportation fairs, special transportation events and the annual ECO/PASSport survey. The TC Forum designs the yearly ECO/PASSport survey and periodic upgrades to TMA employee marketing and educational materials.
- ***Employer/employee assistance.*** The TMA held 10 "transportation fairs" throughout the Lloyd District in 1999. Transit trip planning, carpool, bicycle and other commute option information was provided to interested employees. The TMA also held an additional 13 special transportation information meetings with individual district employers. These meetings were designed to provide transportation planning assistance to meet the unique needs of the individual businesses.
- ***Employee Commute Options (ECO) assistance.*** The TMA provided assistance (survey tabulation, trip reduction plan development) to over 40 district employers in their efforts to comply with the State of Oregon's ECO Rule. The TMA tabulated over 6,000 surveys for Lloyd District employers in 1999 and developed a comprehensive district-wide database of information on trip behavior and transportation concerns/issues.
- ***TMA Website.*** The 1998 district survey indicated that employees felt a district website would be a useful amenity for employees who need access to information on transportation options available in the Lloyd District. In response, the TMA developed an extensive website for its members and district employees. The website, www.ldtma.com, is filled with information about transit, bicycling, carpooling and district events. The website is frequently updated and maintains links to other transportation providers throughout the region.

LLOYD DISTRICT TMA

2000 GOALS AND OBJECTIVES

TRANSIT

Increase employee use of transit

- Increase PASSport sales by a net 3,000 new passes (2002 target)
 - a. Sell a minimum of 1,250 net new passes by August 31, 2000 (currently at 716)
- Increase total PASSports issued to 6,000 to initiate new North direct route service (currently at 5, 362)
- Negotiate with Tri-Met for new service based on PASSport sales exceeding 6,000 total issued
- Increase employee awareness and use of the 74X
- Ensure continued employee access from Vancouver based on potential loss of CTRAN 155 route
- Establish new transit mode split goals for the Lloyd District (currently 22%) and for participating PASSport companies (currently 36%) – Transportation Committee

BICYCLING

Increase number of bicyclists to the Lloyd District

- Increase the number of bike accessible sites in the Lloyd District
 - a. Implement bike rack installation program (60 new bike spaces)
- Increase employee awareness of bicycling as an option
 - b. Develop Lloyd District bicycling handbook
- Increase bike access and convenience for the general user
 - a. Evaluate signage into/out of district and recommend changes to City
- Continue bike events (i.e., Bike Commute Day, Winter Bike Breakfast)
- Initiate employee survey on bicycle issues and needs (target July 2000)
- Establish new bike commute mode split goals for the Lloyd District (currently 4%) – Bike Committee

RIDESHARE

Increase employee use of car/vanpooling as a commute option

- Explore rideshare opportunities, particularly in Clark County
- Submit grant proposal for funds to establish Vanpool program
- Continue cooperative partnership with Carsharing Portland to examine feasibility and implementation of Lloyd District residential and commercial Carshare program
- Establish new rideshare commute mode split goals for the Lloyd District (currently 11%) – Transportation Committee

OUTREACH

Increase employee and employer awareness of Lloyd District transportation options

- Partner with Tri-Met in development of new Lloyd District specific PASSport marketing brochure
 - a. Initiate targeted marketing program to businesses with less than 30 employees
- Initiate comprehensive district employee survey to measure trip behavior and identify barriers to non-auto commute modes (target July 2000)
- Conduct a minimum of seven (7) district transportation fairs to facilitate employee access to transportation information (target August 2000)
- Produce annual Lloyd District Bike Commute Day (target May 2000)
- Support and strengthen TMA Committee structure (i.e. Bike, Transportation, and Transportation Coordinators (TC) Committees)
- Continue support of TMA Website (www.ldtma.com)

ORGANIZATION

To develop an organization that effectively supports and advocates the long-term economic vitality and livability of the Lloyd District

- Finalize negotiations on receipt and allocation of Business Improvement District (BID) funds
- Finalize negotiations with Tri-Met on receipt and allocation of Portland Area Transportation Management Association Funding grant
- Continue implementation of Adopted TMA Strategic Plan
- Increase FTE committee to TMA programs as outlined in the adopted Strategic Plan
- Participate in PDC sponsored Lloyd District Vision Plan process

LLOYD DISTRICT TMA
1999-2000 PASSport SALES

<u>PASSport Company*</u>	98/99	99/00		<u>Net New Passes**</u>
	<u>PASSES</u>	<u>PASSES</u>	sep-nov dec-feb	
Ashforth Pacific	58	57		0
Barry Bolewicz, DDS	6	5		0
Bonneville Power Administration	1100	1100		0
Bureau of Labor and Industry	69	76		7
Bureau of Indian Affairs	105	97	2	2
<i>Café Today</i>	0	6		6
Century West Engineering	29	30		1
CH2M Hill	155	155		0
<i>Chrome Data (12/29/99)</i>	0	0	0 57	57
<i>Doubletree Hotel</i>	0	142		147
Comfort Inn/Hawthorne Inn	6	15		9
Kaiser Permanente	462	426		0
Kindercare, Inc.	260	260		0
Lloyd Center Management	21	20		0
Marquis Healthcare	12	16	4 1	9
Metro	316	299		0
<i>NACCO</i>	0	55		55
National Marine Fisheries	68	68	5	5
Network Behavioral Healthcare	13	13	1 1	2
Oregon Convention Center	115	120		5
Oregon Dept. of Administrative Services	19	27		8
Oregon Department of Geology	20	18		0
Oregon Department of Revenue	32	33		3
Oregon Dept Land Conservation and Development	8	8		0
Oregon State Health Division	353	400		47
Oregon Video and On-line Services	6	5		0
PacifiCorp	856	982	12 54	192
<i>Pharmacia & Upjohn (12/13/99)</i>	0	0		4
Port of Portland	277	294		17
<i>Shoe Mill</i>	0	5		5
<i>Supertracks</i>	0	34	6 20	60
<i>Unlsys</i>	0	74		74
US Fish and Wildlife Services	372	337		0
Workers Compensation	13	10		0
	4751	5187	30 145	716

(*Companies in bold italics are new in 99/00)

(**Tri-Met credits the TMA for net new passes sold. The TMA is not penalized for businesses that reduce their labor force or drop out of the PASSport program.

2001/2002 goal is 3,000 net new passes.

RESULTS: PASSPORT

1997-1999*

COMPANY	1997 BASELINE TRANSIT MODE SPLIT	1999 FOLLOW-UP TRANSIT MODE SPLIT	CHANGE in Percentage Points
<i>Ashforth Pacific</i>	10%	19%	+9%
<i>Barry Bolewicz, DDS</i>	53%	48%	-5%
<i>Bonneville Power Administration</i>	22%	28%	+6%
<i>Century West Engineering</i>	24%	35%	+11%
<i>CH2M Hill</i>	16%	35%	+19%
<i>Comfort Inn/Hawthorne Inn</i>	100%	100%	0%
<i>Oregon Department of Geology</i>	36%	58%	+22%
<i>Health Division</i>	28%	47%	+19%
<i>Kaiser Permanente</i>	24%	33%	+9%
<i>Lloyd Center Mgmt.</i>	0%	13%	+13%
<i>Metro</i>	17%	28%	+11%
<i>National Marine Fisheries</i>	22%	43%	+21%
<i>Oregon Bureau of Labor and Industry</i>	22%	27%	+5%
<i>Oregon Convention Center</i>	11%	22%	+18%
<i>Oregon Department of Administrative Services</i>	20%	18%	-2%
<i>Oregon Department of Land Conservation and Development</i>	0%	71%	+71%
<i>Oregon Video and On- line Services</i>	30%	43%	+13%
<i>PacifiCorp</i>	15%	42%	+27%
<i>Port of Portland</i>	13%	28%	+15%
<i>US Fish & Wildlife</i>	21%	43%	+22%
<i>Average Increase in Transit % Points After Three Years of PASSPort</i>			<i>+14%</i>

* Results indicate changes in transit ridership for businesses providing PASSports to employees over a three year period

LLOYD DISTRICT PASSport BUSINESSES

EMPLOYEE COMMUTE OPTIONS -- COMBINED SURVEY RESULTS FOR THREE YEAR PASSPORT BUSINESSES

1997 - 1999

The following report summarizes Lloyd District employer responses to the Employee Commute Options survey for businesses in the PASSport program since 1997. The results identify changes in Lloyd District employee trip behavior in each year since the businesses joined the PASSport program.

1997-1999 ECO SURVEY RESPONSE RATE	1997	1998	1999
Employee Population (ECO-affected)	3940	3633	3623
Questionnaires Returned	3139	2551	2571
Response Rate	80%	70%	71%

*Response rate affected by BPA random survey of 1100 employees

1. WEEKLY EMPLOYEE TRIPS (Monday through Friday)

The table below shows the number of employee trips TO worksites during the weekday in the years 1997, 1998 and 1999.

Commute Method	1997*				1998				1999				% Change 97-98	% Change 98-99	% Change 97-99
	Reported Trips(1)	Total Trips(2)	Total Auto Trips	% of Trips	Reported Trips(1)	Total Trips(2)	Total Auto Trips	% of Trips	Reported Trips(1)	Total Trips(2)	Total Auto Trips	% of Trips			
Drive Alone	7983	10020	10020	56%	6074	8650	8650	46%	6887	9705	9705	45%	-10%	-2%	-11%
Carpool/Vanpool															
2-person carpool	1921	2411	1206	13%	1606	2287	1144	12%	1622	2310	1155	11%	-1%	-2%	-3%
3-person carpool	500	628	209	4%	279	397	132	2%	184	262	87	1%	-1%	-1%	-2%
4-person carpool	14	18	4	0%	45	64	16	0%	47	67	17	0%	0%	0%	0%
5-person carpool	10	13	3	0%	8	11	2	0%	16	23	5	0%	0%	0%	0%
6+person carpool	5	6	1	0%	20	28	5	0%	5	7	1	0%	0%	0%	0%
Bus/MAX	2965	3722	0	21%	4170	5939	0	32%	5323	7581	0	35%	11%	3%	14%
Bicycle	446	560	0	3%	424	604	0	3%	670	954	0	4%	0%	1%	1%
Walk	275	345	0	2%	238	339	0	2%	316	450	0	2%	0%	0%	0%
Telecommute	26	33	0	0%	83	118	0	1%	99	141	0	1%	0%	0%	0%
Compressed Work Week	92	115	0	1%	139	198	0	1%	125	178	0	1%	0%	0%	0%
TOTAL WEEKLY TRIPS	14237	17670	11443	100%	13088	18636	9849	100%	15204	21678	10970	100%			

* 1997 figures include 1994 baseline figures for BPA with 1600 employees, 1084 responded to the survey; their number of employees drops in 1998 and 1999 to 1100 with an average number of 429 responses (based on a random sample) also in the 1994 baseline, only 2 and 3 person carpools were recorded (any carpool with 4 or more persons was recorded in the 3 person column)

Businesses on PASSport for three years 1997-1999

Ashforth Pacific	Metro	Oregon Department of Land Conservation and Development
Barry Bolewicz, DDS	Oregon Bureau of Labor and Industry	Oregon Department of Transportation
Bonneville Power Administration	Oregon Convention Center	Oregon Workers Compensation
Century West Engineering	Oregon Department of Geology	Port of Portland
CH2M Hill	Oregon Video and On-line Services	PacifiCorp
Kaiser Permanente	Oregon State Health Division	
Lloyd Center Management	Oregon Department of Administrative Services	

Defining the RTP Financially Constrained Network Financial Data Needs

Revenues

ODOT Federal/State Highway/Road Revenues to Metro Region

State Highway Trust Fund

- National Highway Fund
- Surface Transportation Program (STP) Fund
- Transportation Enhancement (TE) Fund
- Safety and Bridge Funds
- State Gas Tax
- Vehicle Registration Fees
- Weight/Mile Tax
- Others (special needs transit, etc.)

- Forecasts for these revenues will be generated by inter-agency consultation and presented to TPAC for review and approval on February 18th

Federal Road Revenues to Metro

- Surface Transportation Program (STP) Fund
- Congestion Mitigation/Air Quality (CMAQ)
- Transportation Enhancement (TE) Fund

- Forecasts for these revenues will be generated by inter-agency consultation and presented to TPAC for review and approval on February 18th

Transit Formula Fund and Transit Discretionary Fund forecasts completed.

Federal Forestry Receipts forecast completed.

- Need from Clackamas County what these funds would be dedicated to within the Financially Constrained system

Local Road Revenues

County Gas Tax; forecast for Multnomah and Washington Counties completed.

- Need from Multnomah and Washington Counties what these funds would be dedicated to within the Financially Constrained system

System Development Charges (SDC's)

- Need description of unit rate (commercial, residential, etc.) SDC's for transportation
- Need forecasted revenues for each unit rate charged
- Need list of RTP projects with dedicated SDC funding and amount of funding to assume in the RTP Financially Constrained system
- Need projection of uncommitted forecasted revenues available to RTP capital projects vs. local capital projects vs. OM&P

Urban Renewal Districts and Local Improvement Districts

- Review list and revenue forecasts of existing districts
- Need agreement on likely new districts during the planning period and potential new revenue
- Need list of committed RTP capital projects with costs and \$ amount to be funded by district revenue to include in the Financially Constrained system
- Need projection of uncommitted forecasted revenues available to RTP capital projects vs. local capital projects vs. OM&P

Parking Revenues

- Review list and revenue forecasts of existing parking revenue sources
- Need agreement on likely new garages/meters during the planning period and potential new revenue
- Need list of committed RTP projects with costs and \$ amount to be funded by parking revenues
- Need projection of uncommitted forecasted revenues available to RTP capital projects vs. local capital projects vs. OM&P

Property Tax Bonds

- Review forecast of Washington Co. MSTIP
- Need list of projects for the Financially Constrained system with amount of funding from MSTIP

Street Utility Fees

- Need to know all existing utility charges used to perform street maintenance or construct street facilities (including storm water facilities related to streets)

Other Revenue Sources

- Need forecast of General Fund revenue spent on transportation (Capital and O&M)
- Need forecast of revenue expected from Road Maintenance Districts
- Need forecast of revenue from any other source not listed here

Transit

- Need agreement on list of LRT projects to have matching funds from property tax bonds in the Financially Constrained system. (Metro/Tri-Met staff will propose to TPAC on 2/18)
- Need agreement on whether any other new revenue source(s) can be reasonably expected beyond what is assumed in the existing resources network

Costs

Highway Costs

- Cost per year for State Highways to reach 90% fair or better pavement conditions by 2010 in Metro area is completed
- Need cost per year to meet new Oregon Transportation Plan pavement/bridge condition policy for different levels of investment
- Need capital and OMP costs by District, Regional, Statewide, and Interstate system
- Need capital and OMP costs of 3-county area in addition to existing data on Metro area

Road Costs

- Cost per year for local road system to maintain existing pavement conditions and fully improve pavement conditions is completed
- Review costs and include costs of street storm water maintenance
- Need County OMP costs broken out between urban and rural areas
- Need costs per year for Willamette River Bridges (currently have as a capital expense for upgrades)
- Regional road capital cost estimates are completed

Transit Costs

- Need to adjust transit service hours during modeling process to meet revenue available for O&M in the Financially Constrained system
- Transit capital cost estimates are completed

COMMITTEE TITLE JPACT

DATE 2-10-00

NAME

AFFILIATION

Scott L Rice	Cornelius City Council
Jim Knight	4-cities E. County
Paul Salzman	PORT of Portland
Kay Van Sickle	ODOT
Anneth Libe	DEQ
Don Wagner	WSPOT
CRAIG PRIDEMORE	CLARK COUNTY
R. S. POLLARD	AMERICA'S VANCOUVER
Karl Rouse	C ³
CHARLIE HALES	PortW
Roy R Roberts	Washington County
Sharon Welling	Multnomah County
Rod Monroe	Metro Council
Kvistad	"
ROB DRAKE	CITIES OF WASH. CO.
ED. WASHINGTON	METRO COUNCILOR
Bill Kaldemox	CLATSOP COUNTY
Bob Stacey	Tri-Met

COMMITTEE TITLE JPACT

DATE 2-10-00

NAME

AFFILIATION

NAME	AFFILIATION
Paul Silver	Wilsonville
Charlotte Lehman	Wilsonville
Chris Hansen	Gresham city Council
Mimi Zolner	City of PDX
Rob Kappa	MILL Council
Rebecca Thomas	Senator Smith
Kathy Lehtola	Washington County
Cynthia Thompson	City of Portland
Tony Mendocin	Tri-Met
Bill Barber	Metro
John Rosenberger	Wash. Co.
Tom Brian	Wash. Co.
SDOT	City of Pdx
Richard Brandman	Metro
Elsa Coleman	City of Pdx
Joe Rose	The Oregonian