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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
2000 REGIONAL TRANSPORTATION)
PLAN AS THE FEDERAL)
METROPOLITAN TRANSPORTATION)
PLAN)

RESOLUTION NO. 00-2969A |

Introduced by Councilor Kvistad

WHEREAS, Metro's 1989 Regional Transportation Plan ("RTP"), the 1992 RTP Update and this 2000 RTP Update are being adopted as the regional functional plan for transportation under ORS 268.390 and the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which is now superceded by this 2000 RTP Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the ~~fifteen~~seven federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

~~WHEREAS, a final public comment draft of the 1999 RTP Update, adopted by resolution, was distributed in October, 1999 with seven subregional area summaries of policies and projects affecting local areas; and~~

WHEREAS, the Metro Council has received ~~the~~and considered the advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public reviews; and

WHEREAS, Resolution No. 99-2878B stated the process for its refinement and implementation and ~~accepted the final of the November 5~~December 16, 1999, draft of the 1999 Regional Transportation Plan as amended, to be adopted by ordinance with final changes as the 2000 Regional Transportation Plan for federal, state, and regional functional plan purposes; and

WHEREAS, regulatory issues have been addressed before final adoption of the 2000 RTP by ordinance~~resolution~~, including findings of compliance with the federal planning requirements in TEA-21, development of the “financially constrained” system for purposes of federal air quality conformity; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the 2000 RTP is adopted the “metropolitan transportation plan” under TEA-21, superceding the Interim Federal Regional Transportation Plan adopted by resolution in 1995; and

WHEREAS, Exhibit “A” of this ~~ordinance~~resolution contains ~~the RTP in the form of the final 1999 draft adopted by resolution and the 2000 addenda of revisions; and~~

WHEREAS, Exhibit “B” of this resolution contains the May 15, 2000 Supplemental Revisions to Exhibit “A;” and

WHEREAS, Exhibit “C” of this resolution contains the July 13, 2000 JPACT recommendations on public comments received during the final 45-day public comment period; and

WHEREAS, Exhibit “D” of this resolution contains the findings of compliance with the federal planning requirements in TEA-21; and

WHEREAS, Resolution No. 95-2138A entitled the "Interim Federal Regional Transportation Plan," adopted July 1995 will be repealed upon federal approval of the 2000 Regional Transportation Plan and the air quality conformity determination for the 2000 Regional Transportation Plan; and

WHEREAS, the 2000 Regional Transportation Plan Appendix of documents and other supporting documents have been included in the record; now, therefore,

BE IT RESOLVED,

1. That the elements of the 2000 Regional Transportation Plan (Exhibits "RTPA," "B," and "C") identified in the findings of compliance with federal planning requirements (Exhibit "D"), attached as Exhibit "A" and incorporated by reference herein is-are hereby adopted as Metro's "metropolitan transportation plan" under the federal TEA-21, contingent upon demonstration of conformity of the 2000 RTP with the federal Clean Air Act in a subsequent resolution.

2. That the findings of compliance with the federal planning requirements in TEA-21 attached as Exhibit "BD" are hereby adopted and incorporated by reference herein.

~~3. That Resolution No. 95-2138A entitled the "Interim Federal Regional Transportation Plan," adopted July 1995 is hereby repealed because the 2000 Regional Transportation Plan supersedes that interim plan.~~

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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OGC/LSS/kvw (06/20/2000)

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2969A FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Date: June 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would adopt the 2000 Regional Transportation Plan (RTP) as the Federal Metropolitan Transportation Plan, as required by the federal Transportation Equity Act for the 21st Century. The 2000 RTP includes:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects. Chapter 5 includes a description of the financially constrained system, which is required for federal certification, and serves as the basis for a conformity determination with the federal Clean Air Act.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

EXISTING LAW

The current federal Transportation Equity Act for the 21st century (TEA-21) requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a financially constrained plan and compliance with the Clean Air Act.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan, together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, completes the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee (CAC), and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through four separate rounds of transportation modeling. Each project proposed in the 2000 RTP was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

In December 1999, JPACT and the Metro Council approved the draft 1999 RTP by resolution, with direction to staff to complete a final set of analyses prior to adoption of the plan by ordinance. The December 1999 draft is included in Exhibit "A" to this resolution. During the past five months, staff completed the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- development, modeling and analysis of the financially constrained network
- preliminary air quality conformity findings
- completion of an off-peak congestion analysis
- findings that demonstrate compliance with state TPR requirements
- findings that demonstrate compliance with federal TEA-21 planning requirements

- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies
- draft revisions to Title 2 of the UGMFP, as required by the state TPR

The results of these tasks are included in the May 15, 2000 Supplemental Revisions document, which ~~are~~is also included in Exhibit "AB." A final 45-day public comment period was held from May 15 through June 29, 2000. JPACT recommendations on public comments received during that time period are included in Exhibit "C." Upon final adoption of the RTP, staff will conduct a final round of modeling and analysis to demonstrate conformity with the federal Clean Air Act. Exhibit "D" describes the elements of the 2000 Regional Transportation Plan for which findings of compliance with federal planning requirements will be made. These findings will be presented to JPACT and the Council in early fall 2000, and recommended for adoption by a separate resolution as part of the federal certification process.

BUDGET IMPACT

None.

TK:rmb

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WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which is now superceded by this 2000 RTP Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the seven federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

WHEREAS, the Metro Council has received and considered the advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public reviews; and

WHEREAS, Resolution No. 99-2878B stated the process for refinement and implementation of the December 16, 1999, draft of the 1999 Regional Transportation Plan as

amended, to be adopted by ordinance with final changes as the 2000 Regional Transportation Plan for federal, state, and regional functional plan purposes; and

WHEREAS, regulatory issues have been addressed before final adoption of the 2000 RTP by resolution, including findings of compliance with the federal planning requirements in TEA-21, development of the “financially constrained” system for purposes of federal air quality conformity; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the 2000 RTP is adopted the “metropolitan transportation plan” under TEA-21, superceding the Interim Federal Regional Transportation Plan adopted by resolution in 1995; and

WHEREAS, the 1995 Interim Federal Regional Transportation Plan will not be superceded until the 2000 Regional Transportation Plan has been adopted and air quality conformity findings have been approved by JPACT and the Metro Council; and

WHEREAS, Exhibit “A” of this resolution contains the final 1999 draft adopted by resolution; and

WHEREAS, Exhibit “B” of this resolution contains the May 15, 2000 Supplemental Revisions to Exhibit “A;” and

WHEREAS, Exhibit “C” of this resolution contains the July 13, 2000 JPACT recommendations on public comments received during the final 45-day public comment period; and

WHEREAS, Exhibit “D” of this resolution contains the findings of compliance with the federal planning requirements in TEA-21; and

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2969AB FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Date: June 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

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- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects. Chapter 5 includes a description of the financially constrained system, which is required for federal certification, and serves as the basis for a conformity determination with the federal Clean Air Act and all other federal actions.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

EXISTING LAW

The current federal Transportation Equity Act for the 21st century (TEA-21) requires an updated federal plan every three years that demonstrates continued compliance with the ~~fifteen~~seventeen federal planning factors, a financially constrained plan and compliance with the Clean Air Act.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan, together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, completes the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee (CAC), and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through four separate rounds of transportation modeling. Each project proposed in the 2000 RTP was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

In December 1999, JPACT and the Metro Council approved the draft 1999 RTP by resolution, with direction to staff to complete a final set of analyses prior to adoption of the plan by ordinance. The December 1999 draft is included in Exhibit "A" to this resolution. During the past five months, staff completed the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- development, modeling and analysis of the financially constrained network
- preliminary air quality conformity findings
- completion of an off-peak congestion analysis
- findings that demonstrate compliance with state TPR requirements
- findings that demonstrate compliance with federal TEA-21 planning requirements using strategic network

- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies
- draft revisions to Title 2 of the UGMFP, as required by the state TPR

The results of these tasks are included in the May 15, 2000 Supplemental Revisions document, which is included in Exhibit "B." A final 45-day public comment period was held from May 15 through June 29, 2000. JPACT recommendations on public comments received during that time period are included in Exhibit "C." Upon final adoption of the RTP, staff will conduct a final round of modeling and analysis to demonstrate conformity with the federal Clean Air Act. Exhibit "D" describes the elements of the 2000 Regional Transportation Plan for which findings of compliance with federal planning requirements will be made. These findings will be presented to JPACT and the Council in early fall 2000, and recommended for adoption by a separate resolution as part of the next regular federal certification process.

BUDGET IMPACT

None.

TK:rmb

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Atherton suggested livability protection amendment to 2000 RTP

JPACT August 10, 2000

2. Add **Policy XX Noise Standards:**

Create and enforce noise standards that protect all communities in the region from the adverse impacts of noise associated with existing and any future regional transportation facilities.

- a. Objective: Develop a noise level standard for residential, open space, bike and pedestrian path, and school areas adjacent to regional transportation facilities.
- b. Objective: Map noise level contours along all regional transportation facilities.
- c. Objective: Plan for, design and operate regional transportation facilities in ways that will not allow noise levels to exceed the noise level standard developed in subsection (a) above or that will create areas of non-compliance with subsection (a) as a result of any amendments to the Urban Growth Boundary.
- d. Objective: Develop mitigation measures for regional transportation facilities that reduce noise levels currently in excess of the noise level standard adopted in subsection (a).



METRO

(This letter was sent this date to the attached list.)

August 2, 2000

«Courtesy_Title» «First_Name» «Last_Name»
Westside Business Coalition on Transportation
«Address» «Suite_Type» «Suite»
«City» «STATE» «ZIPCODE»

Dear «First_Name»:

Thank you for the opportunity to discuss your concerns about transportation issues generally and the Regional Transportation Plan specifically. Your presentations were helpful. We respect your opinions and share many of your views on what should be done to keep Washington County and the region a great place to live and work. Primary messages that we heard were:

- Increased traffic congestion, caused by job and population growth in Washington County, is hurting your business now and is affecting your plans for the future.
- Metro should not reduce level-of-service (LOS) standards in the proposed revisions to the 1995 Regional Transportation Plan (RTP).
- You generally agree with most of the projects and programs identified in the “strategic” RTP.
- You committed yourself to help the region develop a strategy to fill a \$6 billion revenue gap in the “strategic” transportation plan.
- Washington County citizens and businesses are not receiving the level and type of transit service that is needed to meet their needs effectively.
- Without adequate transportation funding and a higher level of service than envisioned in the draft RTP, it may not be possible to meet the goals and objectives of the Region 2040 Growth Concept.
- Metro should delay adoption of the RTP for six months to allow further discussion of the issues.

We share your concerns about the lack of adequate transportation funding. We also hear from residents and other businesses that new development needs to pay a greater share of the upfront costs of the public infrastructure improvements associated with development. Clackamas County, for example, is considering a “concurrency” policy to ensure new development doesn’t outstrip transportation and other infrastructure.

There aren’t any silver bullets to reduce the cost of our transportation requirements. The 2040 Growth Concept was designed to minimize transportation costs by directing future growth into regional and town centers where it could be served less expensively and more efficiently than alternative growth models. Simply stated, the alternative growth models we studied have higher price tags and create more traffic congestion. The empirical evidence shows the impossibility of “building our way out of congestion.” This fact has been proven in Atlanta and elsewhere.

Since our meeting, we carefully considered your recommendation for a 6-month delay in the RTP. When this question was raised in June, we concluded that we should follow the recommendations of the

Joint Policy Advisory Committee on Transportation (JPACT) to delay adoption until August 10, 2000. JPACT recommended the delay so we could meet with the Westside Business Coalition. JPACT also recommended in the text of the proposed RTP itself that "Metro will undertake an additional analysis of the region's transportation problems and potential solutions with the various regional business coalitions in the metropolitan area, and that JPACT, MPAC and the Council consider resulting modifications or refinements to the RTP within one year of the additional effort".

In addition to any comments by Washington County's JPACT representatives, our staff will report your concerns to JPACT so that they can be considered as the committee makes its final recommendations at the August 10, 2000 special meeting. If pressed, however, we would recommend to the Metro Council that it would be best to adopt the RTP now and work with Westside Business Coalition and others over the next few months to start work on a funding strategy. This will allow Dick Reiten's Transportation 2000 Committee and others to give us their thoughts on ways to creatively fund transportation needs.

We want to make it clear that the County and its cities can set higher LOS standards than the RTP requires. The RTP only sets minimum level of service needed to preserve livability and economic opportunity at an affordable price. The County and its cities may establish higher service standards if they can be funded locally. Jurisdictions may also wish to consider concurrency policies similar to what is being considered in Clackamas County. However, we recognize that Washington County has been a leader in developing local transportation funding to avoid such new policies. A local strategy should be discussed soon because of the potential traffic impacts of thousands of new jobs in the City of Hillsboro. Requirements for transportation improvements to address these impacts should be made clear very early in the development process.

We welcome your assistance in developing a funding strategy to address the huge gap between existing revenues and our desired transportation system costs – whatever you believe that system to be. We stand ready and willing to meet with you in smaller group sessions to get started on this effort – an effort that will take longer than six months. We are also ready to recommend that the Council further amend our RTP as progress or consensus is achieved. However, at this time, we believe that the potential air quality conformity risk to the regions' currently funded transportation system improvements outweigh the desire of the Coalition to further delay RTP adoption.

Again, thank you for your hospitality and constructive criticism. Your continued interest and assistance will help make a difference in our transportation future.

Sincerely,

/s/

Mike Burton
Executive Officer

/s/

David Bragdon
Metro Council Presiding Officer

cc: Metro Council
JPACT
TPAC

Westside Business Coalition on Transportation
Data File – August 2, 2000

TITLE	FIRST NAME	LAST NAME	ORGANIZATION	DEPARTMENT	ADDRESS	SUITE TYPE	SUITE	CITY	STATE	ZIPCODE
Mr	Frank	Angelo	Angelo Eaton & Associates		620 SW Main St	Ste	201	Portland	OR	97205-3037
Ms	Betty	Atteberry	Westside Economic Alliance		10200 SW Nimbus Ave	Ste	G3	Portland	OR	97223-4339
Mr	Andy	Back	Washington County	Planning Division	155 N 1st Ave	Ste	350-14	Hillsboro	OR	97124-3072
Mr	Clark	Berry	Washington County DLUT		155 N 1st Ave	Ste	350-14	Hillsboro	OR	97124-3001
The Honorable	Tom	Brian	Washington County	Board of Commissioners	155 N 1st Ave	Ms	22	Hillsboro	OR	97124-3001
Mr	Steve	Clark	Publisher Community Newspapers Inc.		6975 SW Sandburg Rd			Tigard	OR	97223
The Honorable	Andy	Duyck	Washington County	Board of Commissioners	155 N 1st Ave	Ste	300-22	Hillsboro	OR	97124-3001
The Honorable	Delna	Jones	Washington County	Board of Commissioners	155 N 1st Ave	Ste	300-22	Hillsboro	OR	97124-3001
Mr	John	Kaye	Tektronix		PO Box 500	Ms	55-011	Beaverton	OR	97077
Mr	Steve	Kelley	Washington County		155 N First Ave			Hillsboro	OR	97124
Mr	Steve	Larrance			20660 SW Kinnaman Rd			Beaverton	OR	97007-1063
Mr	Vance	Martin	Washington County	Planning Commission	155 N 1st Ave	Ste	350-14	Hillsboro	OR	97124-3001
Mr	Jim	Petsche	Nike		1 Bauerman Drive			Beaverton	OR	97005-6453

Westside Business Coalition on Transportation
Data File – August 2, 2000

TITLE	FIRST NAME	LAST NAME	ORGANIZATION	DEPARTMENT	ADDRESS	SUITE TYPE	SUITE	CITY	STATE	ZIPCODE
Mr	Ernie	Platt	West Hills Development		15500 SW Jay			Beaverton	OR	97006
Mr	Judson	Randall	Washington County	Planning Commission	155 N 1st Ave	Ste	350-14	Hillsboro	OR	97124-3001
Mr	Jim	Records	Washington County	Planning Commission	155 N 1st Ave	Ste	350-14	Hillsboro	OR	97124-3001
The Honorable	Roy	Rogers	Washington County	Board of Commissioners	12700 SW 72nd Ave			Portland	OR	97223-8335
Mr	John	Rosenberger	Washington County	Land Use & Transportation	155 N 1st Ave	Ste	350	Hillsboro	OR	97124-3001
	Mike	Salsgiver	Centennial School District		15806 SE Tibbetts			Portland	OR	97236-2066
Honorable	Dick	Schouten	Washington County Board of Commissioners		6105 SW 148th Ave			Beaverton	OR	97007
Mr	Bob	Terry	Fischer Farms		16300 SW Beef Bend Rd			Sherwood	OR	97140
Ms	E Patricia	Vernon	City of Oregon City	Planning Commission	14150 S Conway Dr			Oregon City	OR	97045-7012
	Larry	Derr			17851 SE Sunnyside Rd			Boring	OR	97009-9228
	Gary	Katsion	Kittelson & Associates		610 SW Alder St	Ste	700	Portland	OR	97205-3608
	Karen	Lee			12000 NE Fargo Ct			Portland	OR	97220
	Jack	Orchard	Ball Janik & Novak		101 SW Main St	Ste	1100	Portland	OR	97204-3219
Mr	Ted	Spence			10430 SW 66th Ave			Portland	OR	97223-9184



METRO

Staff Contacts for Local Governments

Jurisdiction	Transportation Planning	Phone	E-Mail Address	Growth Management	Phone	E-Mail Address
Beaverton	Kim White	797-1617	whitek@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
Cornelius	Kim White	797-1617	whitek@metro.dst.or.us	Barbara Linssen	797-1840	linssenb@metro.dst.or.us
Durham	Bridget Wieghart	797-1775	wieghartb@metro.dst.or.us	Barbara Linssen	797-1840	linssenb@metro.dst.or.us
Fairview	Ted Leybold	797-1759	leyboldt@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
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Maywood Park	Ted Leybold	797-1759	leyboldt@metro.dst.or.us	Barbara Linssen	797-1840	linssenb@metro.dst.or.us
Milwaukie	Bill Barber	797-1758	barberb@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
Oregon City	Tim Collins	797-1762	collinst@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
Portland	Tom Kloster	797-1832	klostert@metro.dst.or.us	Lydia Neill	797-1830	neilll@metro.dst.or.us
Rivergrove	Chris Deffebach	797-1921	deffebachc@metro.dst.or.us	Ray Valone	797-1808	valoner@metro.dst.or.us
Sherwood	Tim Collins	797-1762	collinst@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us

Jurisdiction	Transportation Planning	Phone	E-Mail Address	Growth Management	Phone	E-Mail Address
Tigard	John Gray	797-1730	grayj@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
Troutdale	Ted Leybold	797-1759	leyboldt@metro.dst.or.us	Ray Valone	797-1808	valoner@metro.dst.or.us
Tualatin	John Gray	797-1730	grayj@metro.dst.or.us	Barbara Linssen	797-1840	linssenb@metro.dst.or.us
West Linn	Tim Collins	797-1762	collinst@metro.dst.or.us	Lydia Neill	797-1830	neilll@metro.dst.or.us
Wilsonville	Mike Hoglund	797-1743	hoglundm@metro.dst.or.us	Ray Valone	797-1808	valoner@metro.dst.or.us
Wood Village	Ted Leybold	797-1759	leyboldt@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
Clackamas Co.	Bill Barber	797-1758	barberb@metro.dst.or.us	Ray Valone	797-1808	valoner@metro.dst.or.us
Multnomah Co.	Ted Leybold	797-1759	leyboldt@metro.dst.or.us	Barbara Linssen	797-1840	linssenb@metro.dst.or.us
Washington Co.	Kim White	797-1617	whitek@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.dst.or.us
Clark Co.	Chris Deffebach	797-1921	deffebachc@metro.dst.or.us	Mary Weber	797-1735	weberm@metro.dst.or.us
Annexation	Kim White	797-1617	whitek@metro.dst.or.us	Scott Weddle	797-1833	weddles@metro.dst.or.us
UGB Amendments	Kim White	797-1617	whitek@metro.dst.or.us	Mary Weber	797-1735	weberm@metro.dst.or.us
UGB Issues	Kim White	797-1617	whitek@metro.dst.or.us	Mary Weber	797-1735	weberm@metro.dst.or.us
TCSP Project	Tom Kloster	797-1832	klostert@metro.dst.or.us	Ray Valone	797-1808	valoner@metro.dst.or.us
Green Streets	Tom Kloster	797-1832	klostert@metro.dst.or.us	Ray Valone	797-1808	valoner@metro.dst.or.us
Functional Plan	Kim White	797-1617	whitek@metro.dst.or.us	Brenda Bernards	797-1736	bernardsb@metro.or.us
Goal 5 Issues	Ted Leybold	797-1759	leyboldt@metro.dst.or.us	Paul Ketcham	797-1726	ketcham@metro.dst.or.us

Growth Management FAX: 797-1911
Transportation Planning FAX: 797-1949
Metro Website: www.metro-region.org



Wilsonville to Beaverton Commuter Rail

Sponsored by:

Washington County
The Cities of
Beaverton
Sherwood
Tigard
Tualatin
Wilsonville
Tri-Met
Metro
Oregon
Department of
Transportation

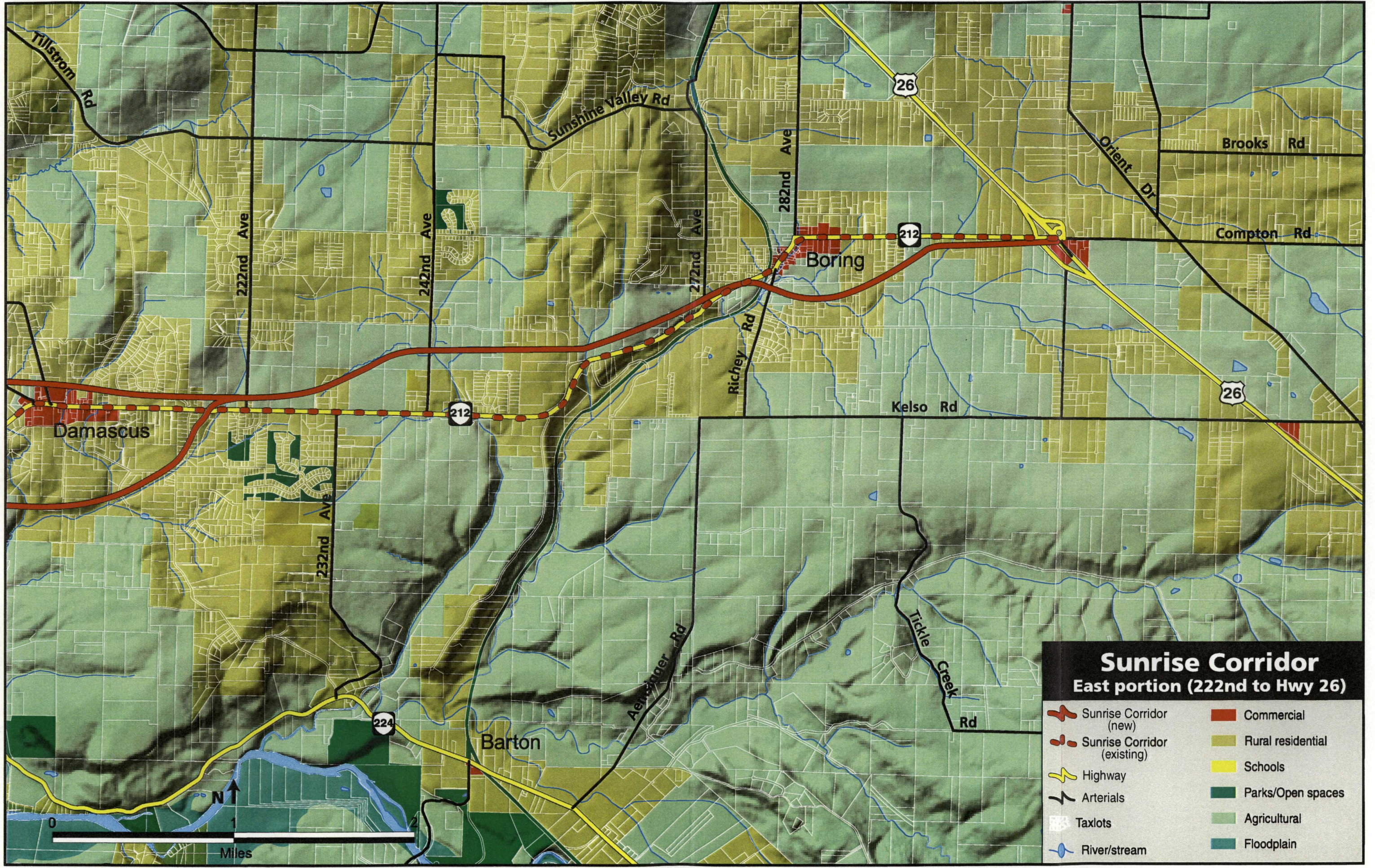
You are invited to comment on the proposed commuter rail project and the Draft Environmental Assessment. The rail route, which would run parallel and west of I-5 and Hwy 217, would be accessible via five new stations located in Wilsonville, Tualatin, Tigard, Beaverton, and the Nimbus/Washington Square area.

The Draft Environmental Assessment document is available at the Washington County Department of Land Use and Transportation. Copies are also available at the public libraries in Wilsonville, Tigard, Tualatin, and Beaverton and at Metro in Portland.

Public Hearing

Tuesday, August 29th, 3:00 to 7:00 p.m.
Tigard Water District Building, 8777 SW Burnham Road

You may also send comments to Terry Kearns at BRW, 700 NE Multnomah St. Suite 1000 Portland, OR 97232 or by email to commuter_rail@co.washington.or.us. The comment period ends September 5th.



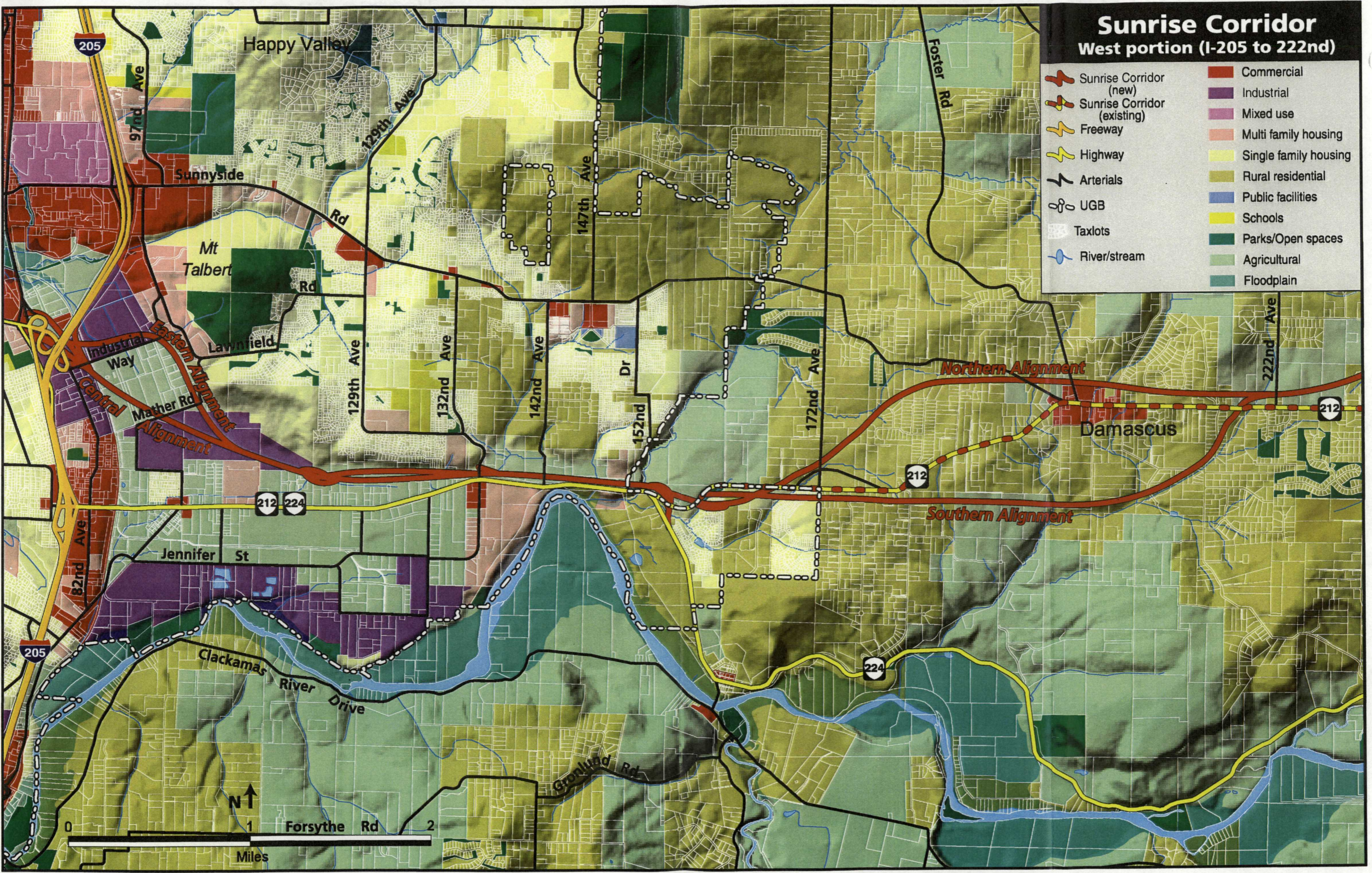
Sunrise Corridor East portion (222nd to Hwy 26)

Sunrise Corridor (new)	Commercial
Sunrise Corridor (existing)	Rural residential
Highway	Schools
Arterials	Parks/Open spaces
Taxlots	Agricultural
River/stream	Floodplain



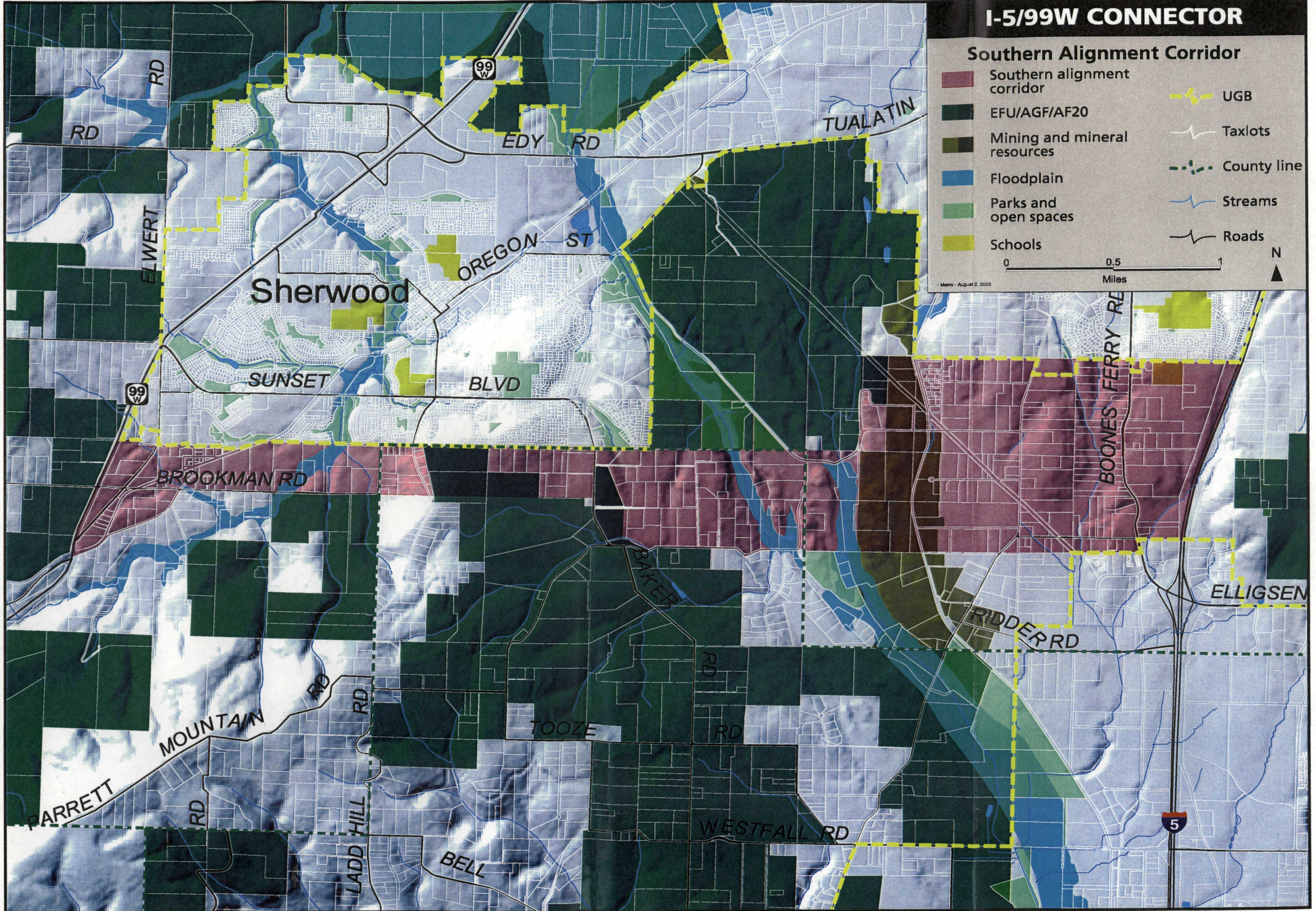
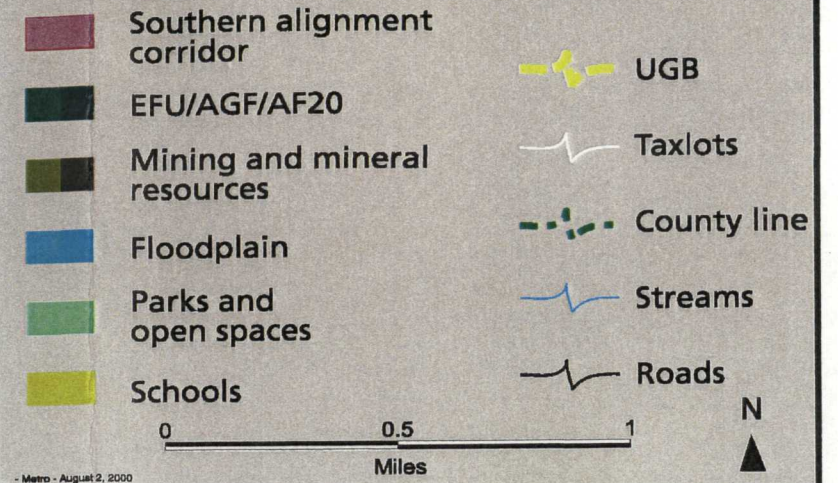
Sunrise Corridor West portion (I-205 to 222nd)

- | | | | |
|--|-----------------------------|--|-----------------------|
| | Sunrise Corridor (new) | | Commercial |
| | Sunrise Corridor (existing) | | Industrial |
| | Freeway | | Mixed use |
| | Highway | | Multi family housing |
| | Arterials | | Single family housing |
| | UGB | | Rural residential |
| | Taxlots | | Public facilities |
| | River/stream | | Schools |
| | | | Parks/Open spaces |
| | | | Agricultural |
| | | | Floodplain |



I-5/99W CONNECTOR

Southern Alignment Corridor





WESTSIDE BUSINESS COALITION ON TRANSPORTATION

August 8, 2000

Mike Burton, Metro Executive
David Bragdon, Metro Presiding Officer
Susan McLain, Metro Councilor

❖ ❖ ❖ ❖ ❖

COALITION MEMBERS

Baker Rock

Community Newspapers

Lawrence R. Derr, Attorney at Law

Fisher Farms

Fred Meyer

Hillsboro Chamber of Commerce

Home Builders Association
of
Metropolitan Portland

Intel

Gary Katsion

Steve Larrance

Nike

Portland General Electric

Ted Spence

Tektronix

Westside Economic Alliance

Members of
Rural Roads Operations
Maintenance
Advisory Committee

Members of
Washington County
Planning Commission

Members of
Washington County
Board of County Commissioners

❖ ❖ ❖ ❖ ❖

The Westside Business Coalition on Transportation appreciates the time you took to meet with us to discuss the Regional Transportation Plan (RTP) and our concerns related to adoption of the plan. As we discussed on July 25th, our concerns are focused on ensuring that transportation improvements are provided to support economic activity and overall livability in the region. We remain concerned that the reduction in transportation service levels anticipated in the RTP, coupled with the absence of a transportation funding strategy, will impact economic growth and community development in the region.

We understand that JFACT has endorsed an effort to evaluate transportation problems and solutions with various regional business coalitions over the next year to identify refinements to the RTP. We support this step as a method of engaging the regional business community in developing an implementation strategy that not only includes a funding program, but also defines institutional and procedural means to ensure that regional road, transit and other alternative projects are accomplished. The regional business community needs to be included in the discussions and decisions on methods to raise transportation funding as well as how future funding is distributed to specific projects, including transit system improvements.

Based on the July 25th meeting, it is our understanding that you will be recommending adoption of the RTP in August. Given the discussion at the meeting we understand your position and appreciate your commitment to work with business groups to address the concerns raised by the Westside Business Coalition on Transportation. While we continue to believe that the RTP should include a funding and implementation strategy prior to adoption, we understand why you will pursue adoption of the RTP at this time.

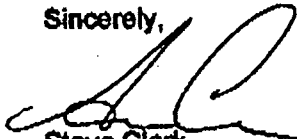
Over the next year, the specific topics our coalition will address with Metro include:

- ❑ Evaluating the impact of congestion on business activity and community livability in the region;
- ❑ Evaluating the 2040 Growth Concept in light of our apparent inability to afford the transportation infrastructure to meet 2040 development goals;
- ❑ Developing a RTP Implementation Strategy that includes an achievable funding program and a process for establishing specific transportation priorities for funding and completing projects;
- ❑ Establishing a monitoring process and structure that provides the opportunity for business to participate in tracking the progress of RTP implementation actions; and
- ❑ Conducting a broader community dialogue with businesses and Chamber organizations to discuss the consequences of the RTP, including decisions regarding funding and implementation steps.

Metro
August 8, 2000
Page 2

The members of the Westside Business Coalition on Transportation are committed to maintain a high quality of life in the Portland area. In order to do this we believe that, as a region, we need to move ahead with transportation improvements that will meet the real needs of businesses and residents. Our members are ready to work with Metro, local governments and others, including other business groups, to achieve this objective.

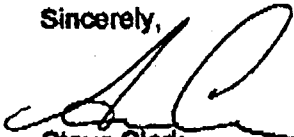
Sincerely,



Steve Clark
Westside Business Coalition on Transportation

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Sincerely,



Steve Clark
Westside Business Coalition on Transportation

Ordinance

Exhibit E

Attachment 1

" 2

unless there is new information calling into question its safety, use of this train will continue.

Safe, efficient + effective multimodal transportation is key to ~~our~~ ^{the} economic ^{lifeblood} and quality of life considerations of our region. The Talgo train has provided a key component of this multimodal approach to transportation. It is our understanding that the waiver of granted to the Talgo the safe operation of this train, including its crash worthiness. In this light we urge to continue to recognize the value of the Talgo train to



WESTSIDE BUSINESS COALITION ON TRANSPORTATION

August 8, 2000

Mike Burton, Metro Executive
David Bragdon, Metro Presiding Officer
Susan McLain, Metro Councilor

❖ ❖ ❖ ❖ ❖
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Baker Rock

Community Newspapers

Lawrence R. Derr, Attorney at Law

Fisher Farms

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*Home Builders Association
of
Metropolitan Portland*

Intel

Gary Katsion

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Portland General Electric

Ted Spence

Tektronix

Westside Economic Alliance

*Members of
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Maintenance
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*Members of
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Board of County Commissioners*
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JPACT attendand, ~~Sept~~ Aug. 10, 00

SDOT

Gina W-B

Kay Van

Jeanne C.

Chris D.

Kim W.

Ross Williams

Ted L.

Lynn P.

AC

Otto

Pex Burk

David B.

Bill Ath

Betty Atleb

Frank Angelo

John Rosenberger

Bill Barber

Tom Kloster

M Hoglund

Bernie B.

Paul Silber

Bill Stewart

Ted Spence

John Rist

Dave W.

Jim Howell