

Portland State University

PDXScholar

Joint Policy Advisory Committee on
Transportation

Oregon Sustainable Community Digital Library

10-19-2000

Meeting Notes 2000-10-19

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_jpact

Let us know how access to this document benefits you.

Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 2000-10-19 " (2000). *Joint Policy Advisory Committee on Transportation*. 309.

https://pdxscholar.library.pdx.edu/oscdl_jpact/309

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



METRO

ROONEY BARKER
METRO
TRANSPORTATION DEPARTMENT**MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

DATE: October 19, 2000

DAY: Thursday

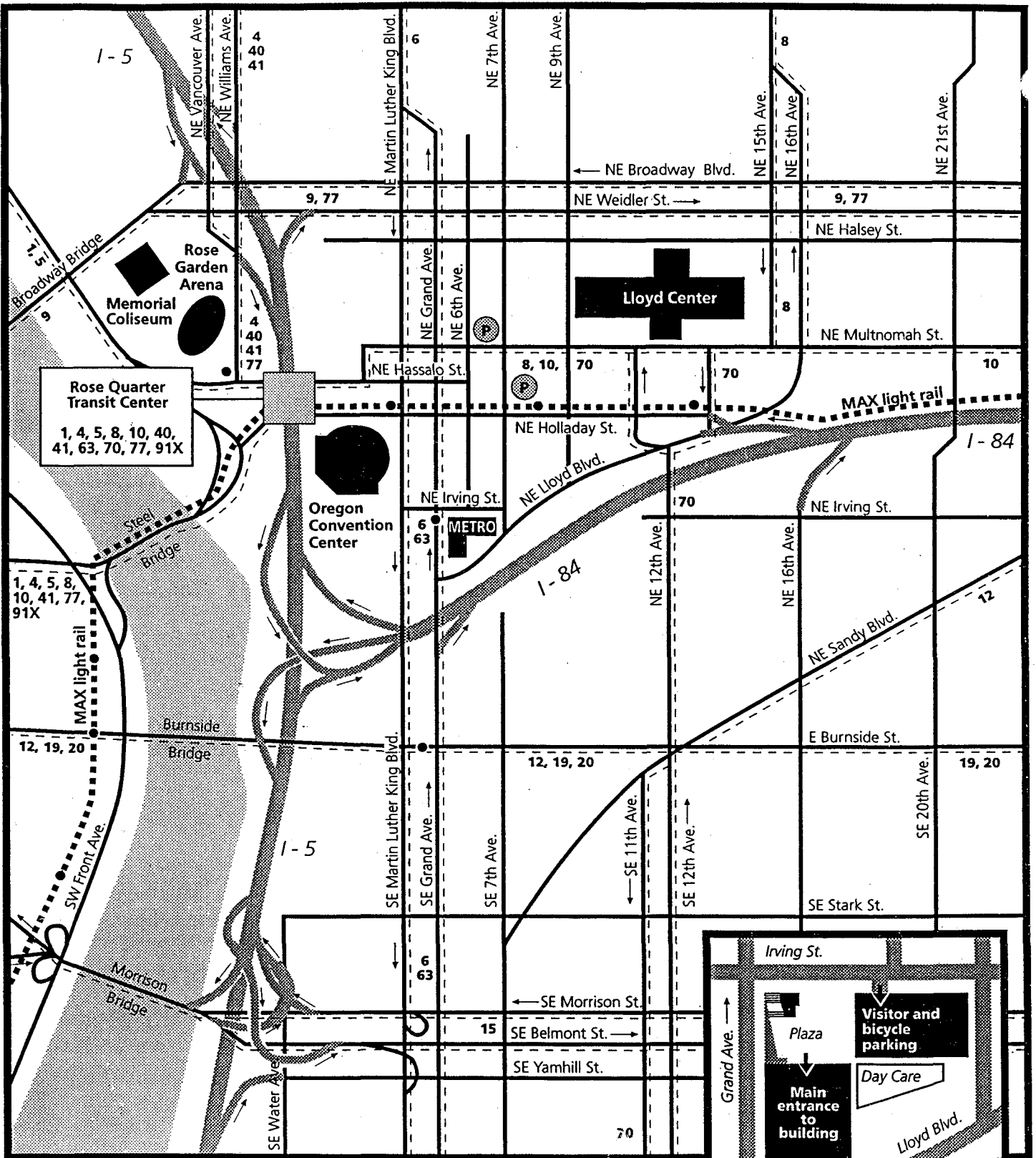
TIME: 7:30 a.m.

PLACE: Metro Conference Room 370A & B

1. Call to Order and Declaration of a Quorum.
- * 2. Minutes of September 14, 2000, JPACT meeting – APPROVAL REQUESTED
- * 3. RESOLUTION NO. 00-2990 – For the Purpose of Approving Amendments to the FY 2001 Unified Work Program – APPROVAL REQUESTED – Andy Cotugno
- * 4. RESOLUTION NO. 00-2994 – For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Include \$370,000 of State Transportation Enhancement Funds for the Linnton Gateway Project – APPROVAL REQUESTED – Andy Cotugno
- * 5. RESOLUTION NO. 00-2991 – For the Purpose of Modifying the Existing Intergovernmental Agreement Specifying Roles and Responsibilities for the Bi-State Transportation Committee – APPROVAL REQUESTED – Chris Deffebach
7. Annual Report on Bi-State Transportation Committee – INFORMATIONAL – Rod Monroe
- * 8. FY 2002-2005 Joint State/Metropolitan Transportation Improvement Program Process and Schedule – INFORMATIONAL – Andy Cotugno
- # 9. Tri-Met Transportation Demand Management Program Semi-Annual Report – INFORMATIONAL – Tony Mendoza, Tri-Met
10. Adjourn.

* Material enclosed.

Available at Meeting.



Legend

- = bus route
- 00 = 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: September 14, 2000

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

MEMBERS PRESENT:

Jon Kvistad, Chair
Grace Crunican
Rob Drake
Andrew Ginsburg
Fred Hansen
Sharron Kelley
Bill Kennemer
Jim Kight
Dave Lohman
Royce Pollard
Craig Pridemore
Karl Rohde
Don Wagner
Ed Washington

AFFILIATION:

Metro
Oregon Department of Transportation (ODOT)
City of Beaverton, representing Cities of Washington County
Oregon Department of Environmental Quality (DEQ)
Tri-Met
Multnomah County
Clackamas County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
City of Vancouver
Clark County, Washington
City of Lake Oswego, representing Cities of Clackamas County
Washington State Department of Transportation (WSDOT)
Metro

GUESTS PRESENT:

Carolyn Tomei, Mayor
Martha Bennett
John Rist
Kathy Lehtola
Dave Williams
Bernie Bottomly
Robert Williams
Ross Williams

AFFILIATION:

City of Milwaukie
City of Milwaukie
Clackamas County
Washington County
ODOT
Tri-Met
Tri-Met Board
Citizens for Sensible Transportation and Coalition for Livable
Future
Port of Portland
ODOT
Southwest Washington RTC
Multnomah County
Multnomah County
City of Gresham
City of Portland
Tri-Met
Tri-Met

Susie Lahsene
Kay Van Sickel
Dean Lookingbill
Karen Schilling
Harold Lasley
Ron Papsdorf
Steve Dotterer
Neil McFarlane
Lynn Peterson

MEDIA:

Bill Stewart

The Oregonian

STAFF:

Mike Hoglund
Rooney Barker

John Houser

Pam Peck

SUMMARY:

The meeting was called to order and a quorum declared by Vice-Chair Ed Washington at 7:36 a.m.

MEETING REPORT:

Action taken: Councilor Rohde moved, with a second by Councilor Kight, approval of the meeting report of August 10, 2000. The motion passed unanimously.

RESOLUTION NO. 00-2980A – FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE SECTION 5309 FUNDS TO CONSTRUCT A NEW MILWAUKIE TRANSIT CENTER

Mike Hoglund summarized the resolution and staff report for the committee, and then introduced Milwaukie Mayor Carolyn Tomei. Mayor Tomei asked the committee for their support on this resolution (her comments are attached to and are a part of this report). Fred Hansen added that the federal government requires a minimum match of 20% and that it should not be exceeded, thus setting a precedent.

Martha Bennett, City of Milwaukie, at the request of Mayor Tomei, responded to a question from Councilor Rohde regarding the letter from the Association of Oregon Rail and Transit Advocates (AORTA) (said letter also submitted to the committee and included as part of this record). The response was specific to AORTA's statement that the branch track at this site is physically and politically impractical. Ms. Bennett said Milwaukie feels it is feasible to run that branch line. She also said she believes the community is supportive of Milwaukie's decision. Mayor Tomei said Milwaukie has been seeking a site for this Transit Center since 1979. They looked at many options and, although this is not an ideal situation, it's the best option they have now and it also provides an anchor for the north end of their downtown plan. She added that the project should proceed now rather than after the South Corridor study is complete. Mayor Tomei then thanked the committee and the Metro Council, as well as, for their consideration of this resolution, as well as Mr. Hansen and Mr. McFarlane of Tri-Met for their assistance.

Commissioner Hales asked Ms. Bennett to explain how a future commuter rail line would tie into this Transit Center, to which Ms. Bennett said the branch line was the Tillamook line, and that it would have to come off line; she did not think that would be a problem. Mayor Tomei added that it wasn't a perfect site, but it's the best they have and it supports Milwaukie's downtown plan.

Mr. Hansen took this opportunity to introduce Bob Williams, of the Tri-Met Board.

Mr. Dave Lohman had a question on access to the 5309 funds with the potential of the ballot measure to limit state spending. Mr. Bernie Bottomly of Tri-Met replied that generally 5309

funds that are discretionary that come to Tri-Met are not incorporated into the state budget, so the 15% state limitation wouldn't apply. He said 5309 funds come straight to Tri-Met. Commissioner Kennemer reaffirmed Clackamas County's excitement about this opportunity. The South Corridor provides 15% of Tri-Met's ridership and he said that there will be more improvements as these enhancements are seen. He said he was pleased to convey Clackamas County's support of the Milwaukie Transit Station. Mayor Drake also supported Milwaukie's request. While he appreciated AORTA's comments, Mayor Drake said Milwaukie did the work that needed to be done and they're the ones who're going to have to implement this, long-term. Mr. Ginsburg asked if anyone had looked at the potential increase in travel time that would be involved by having this configuration, and whether or not it would affect overall demand and use of the system for the commuter rail. Neil McFarlane said overall demand and use of commuter rail aren't very well studied at this time. This transit center is located for other reasons at this very key location. Ms. Bennett said the bus travel times were studied, and there were significantly faster by 3-4 minutes, per trip, than any of the other sites Milwaukie studied before deciding upon this one.

Councilor Rohde said this is no different from what's being looked at in Beaverton for the Beaverton Transit Center, and he doesn't see any opposition in Beaverton. He said he supported this resolution. Mr. Jim Howell of AORTA was invited to speak. He said in 1979 a site was selected on the Tillamook Branch railroad line for a transit center by the Tri-Met planning staff. At that time Milwaukie and Tri-Met decided not to use it, so twenty years later things are back where they were then. AORTA feels strongly about this, he said, because it involves a lot of federal money being spent, as well as local money, and it's being spent on a transit center that AORTA feels will probably be obsolete within five years. He also mentioned that the City of Milwaukie has taken on the burden of a considerable amount of money on the purchase option on the Safeway site. AORTA can only ask that the location of this transit center be put off until a later date.

Mr. Ginsburg asked what the impact would be for the City of Milwaukie if JPACT approved a resolution for the funding but not identify the site at this time. Mayor Tomei said it would negatively affect the whole downtown plan. Craig Pridemore said he understood that it would jeopardize Milwaukie's vision of their downtown, but would it put them in jeopardy of losing federal funding? Mayor Tomei said she assumed that would be so. Mr. Hansen said a specific project needed to be identified for FTA approval. Commissioner Kennemer said these issues had been bantered about for quite some time. This Safeway site had been looked at seriously. Now that there is consensus and stability, as elected officials this ought to be a factor in this committee's determination. To not go forward would be a dramatic mistake.

Mayor Tomei added that Milwaukie held many public hearings on this project, town hall meetings, and they conducted a survey – seventy percent of the people who returned the survey supported this transit center site.

Grace Crunican said an important point for consideration was that there are federal funds for this, the site has been adopted and accepted as the local preference, and it's important that progress be made in Milwaukie. She said she's very supportive of a project that has local support and is very

operational for Tri-Met. Commuter rail, light rail, and other issues can be addressed later, but she thought this project needed to move ahead.

Mr. Hansen, regarding the specific location, said Tri-Met evaluated this and other sites and concluded that this is a very workable one. It will be more difficult if commuter rail is in the picture, but there are a whole series of trade-offs. There is no crystal ball of what's going to happen in 10 or 15 years, and he would not make the judgment that this would be obsolete within five years. This site will work very well no matter what the circumstances are. He said Tri-Met believes that a city, in this case Milwaukie, ought to be able to make their own choice as long as it works practically from Tri-Met's standpoint.

Action taken: Councilor Rohde moved, with a second by Commissioner Kennemer, to approve Resolution No. 00-2980A. The motion passed unanimously.

Chair Kvistad joined the meeting during discussion on the above, but urged Vice-Chair Washington to continue chairing the meeting.

HOUSEKEEPING ITEM: Mr. Hoglund informed the committee that the Transportation Summit 2000 meeting, which includes the region's business community and governmental partners, was scheduled for Thursday, October 12th. Since this is a regularly scheduled JPACT meeting date, the committee agreed to move their next meeting to Thursday, October 19th.

COMMENTS ON DRAFT FEDEARL RULES FOR METROPOLITAN PLANNING, NEPA, AND INTELLIGENT TRANSPORTATION SYSTEMS

Mr. Hoglund called the committee's attention to his memo dated September 6, 2000, regarding Proposed Comments on Federal Planning Rules (buff colored, in the agenda packet). As the memo stated, TPAC recommended that JPACT focus on the broader issues and implications of the rules, and for the purpose of review and discussion, those issues were consolidated in the attachment to the memo. Before reviewing the issues that he suggested be responded to from the region, Mr. Hoglund made clear that any agency or jurisdiction was free to send in their own response and comment. Briefly, Mr. Hoglund addressed the issue of **Cooperative Revenue Forecasting** (p. 2) – the proposal is that there be more teeth in it. We already do that in Oregon and have said so in the response. One difference we suggest be added is an air quality authority, in our case DEQ, into that process.

MPO Long-Range Planning; 20-Year Planning Horizons (p. 3) was next. This is more substantive and is of a little more concern to us. The old rules stated that when you adopted your plan you had to have a 20-year planning horizon, and you needed to update your plan every three years. Theoretically, you could drop back to a 17-year planning horizon. The new rules state you must always have a 20-year horizon, at any time in your planning period. This causes a problem if these rules are adopted quickly because our current plan is a year 2020 plan, so as of January 1st we'd be technically out of date. This would mean we'd have to adopt a new plan if we add any significant projects in the next MTIP cycle, so there's a domino effect on the planning we do. We suggest they maintain current language of the 20-year planning horizon at adoption and update the plan every three years but don't drop below seventeen years. In

addition, though, we've said if they do go with the minimum 20-year planning horizon, at least phase it in and at our next update, we'll do a 23-year plan or a 25-year to make sure we always have a 20-year plan.

At this point, Chair Kvistad assumed leadership of the meeting.

Environmental Justice (p. 3) was the next issue addressed. In the past few years, an Executive Order from the Clinton Administration has come up which takes existing law and makes sure everyone's following it in the way that the administration has interpreted it. Basically, they suggest that all plans, the TIP, and federally funded projects be consistent with Title VI of the Civil Rights Act, the Older Americans Act, and the Americans with Disability Act. This requires plans, programs and projects to be evaluated for their impact on certain communities. We have figured out ways to do that, but we have not yet done it. The issue here is that it's now being put into the rules. TPAC spent a lot of time on this and said it should be more specific or more vague so that we have more local control over how to approach the issue. It's probably going to be played out in the courts, i.e., who's going to be sued first and how that turns out. Case law will probably determine how we'll eventually deal with this. For now, TPAC went with the simpler approach and asked for guidance from the USDOT on how to deal with this issue. At JPACT's October 19th meeting staff will bring back to this committee a work program revision which will include an approach for dealing with this Environmental Justice issue.

The next issue (p. 4), is the **MIS Replacement/NEPA**. (MIS is Major Investment Study.) This was a process in the old rules, and was so confusing that whole concept was dropped. They're now taking another shot at it calling it environmental streamlining. Mr. Hogle said staff thought it was good that they're suggesting that there be a better connection between planning and project analysis or development. TPAC suggests keeping the tie between the purpose and need statement, and supports the goals' environmental streamlining.

The last issue was **Intelligent Transportation Systems (ITS)** (p. 4). The rules say the MPO should be the overseer; we say no, we don't have the technical skills, leave it up to the state and the transit operators.

Mr. Hansen said the committee ought not to be too concerned at this moment, that this is an NPRM, which is a Notice of Proposed Rulemakings and is a solicitation for comment. There will also be a draft rule that will come forward, and then going to a final rule. This oftentimes is the way a federal agency begins to flesh out an idea and begins to think about it. This is a perfect time for us to weigh in, but it's still at least two steps away from anything being drafted.

Ms. Crunican said this process can go rather quickly so she cautioned that it should be taken seriously. She has had a difficult time pinning down the Transportation Department on their intent, so not taking away from Mr. Hansen's comment, she's not sure where they are in the whole process.

Action taken: There was more discussion on the importance of the Environmental Justice issue, and then Councilor Rohde moved, with a second by Mayor Drake, to approve the proposed

comments on the Federal Planning Rules for submittal to the Metro Council. The motion passed unanimously.

COMMUNITY MEDIA PROJECT (OPB)

Ms. Pam Peck of Metro staff gave the committee an update on the Community Media Project, formerly called the Oregon Public Broadcasting (OPB) project. The name of the project was changed, she said, in order to better reflect the project goals. Upon completion, this pilot program will be broadcast on OPB, and will address transportation related and land use issues, and it will be linked to other media. A briefing paper and a list of the Advisory Committee was distributed, as well as a schedule of the project phases. The first phase, which is being accomplished now, is the research part of the agenda, while the second phase will be producing and airing the pilot. The program length is anticipated to be one hour.

Responding to a question regarding the geographic area the program will cover, Ms. Peck said the hope is to air it nationally since it will address growth vs transportation. Mr. Hoglund interjected this is a pilot, that in follow-up programs, other agencies or jurisdictions may sponsor examining other issues, such as education, etc.

A few of the JPACT members expressed concern that the program not be the same as has previously been done, but that something interesting be done, something different, showing real people who do real things. Ms. Peck said this had been discussed at the Advisory Committee a few weeks ago and they were attempting to address this issue as well as making sure people of color were included. Chair Kvistad said there were no members of JPACT included, nor city or county governments, nor people in the know. He said he thought some new people needed to be added to the Advisory Committee. Councilor Washington, agreeing with Ms. Kathy Lehtola, said that this would be a program addressing local growth/transportation issues and yet would be shown statewide on OPB. He said this would be an opportunity to say as much as possible in that one hour program, and it should be devoted to those issues outside the Portland area. Go deep into the northeast and south in the state, include those people because they're facing the same, identical issues we are in this region. It would be nice if we understood the impact of those issues on them. Getting their opinions would make this a lot more saleable. This is a wonderful opportunity, he said, and it's very easy to go to people with whom we're comfortable, but we need to hear from the folks with whom we might not be comfortable. Many times they have a whole lot to say. He clarified for Ms. Peck that this was not a criticism of what the Advisory Committee has done, saying he knew this was a first cut, but he asked that they go back and cut it again. Get out of Portland, he said. This isn't the only place in the state.

Mayor Drake agreed with Chair Kvistad and Councilor Washington, saying it would be nice to include different people. Commissioner Kelley complimented Ms. Peck, and asked how others' efforts, such as Tri-Met's, are connected to this. Ms. Peck replied that there is a budget of only \$25,000 for research, and the team is looking at all the research that all the local jurisdictions are doing and have done, on all the public outreach programs, on the 2040 outreach effort, at people with institutional memories, etc., and building their effort on those. They haven't conducted any new opinion work but have built on previous work in order to save money, and still get a handle on the public's thinking.

Commissioner Kelley urged Ms. Peck to glean all of the activities and thoughts and ideas that were out there, that it was very important to do so. Chair Kvistad added that the Advisory Committee should think outside the box. Ms. Crunican reported that Medford, Grants Pass, Pendleton and Lakeview were some of the state communities with creativity going on relating to how they're approaching land use/transportation decisions, and these communities would be a good source for the Advisory Committee to talk to.

Ms. Peck thanked the committee for their thoughts and input, and said she would come before them with another briefing at a later date.

RTP CONFORMITY APPROACH AND SCHEDULE

Mr. Hoglund called the committee's attention to the two yellow agenda packet inserts, the one-page **2000 Regional Transportation Plan (RTP) moving toward completion**, and the 5-page **2000 RTP, Air Quality Conformity Analysis**. The public comment period on air quality conformity opens October 6th, on a review of those findings will go before TPAC for their tentative action on October 27th.

INFORMATIONAL ITEMS

September 19th is the OTC/JPACT dinner. A draft outline was distributed of a proposed JPACT presentation. Mr. Hoglund explained that this was an opportunity for JPACT to tell the story of what they're doing in the region and will be a good time to provide the messages or issues we want OTC to think about. Mayor Drake asked that his name be removed from the proposed outline as he won't be able to attend.

Chair Kvistad asked the committee if there was any objection to sending to Chuck McLaren, the Mayor of the City of Albany, a letter of support for reinstating the Pioneer train. Ms. Crunican said she thought that was a great idea. Action taken: Mayor Drake moved, with a second by Commissioner Kennemer, to send the support letter to Mayor McLaren. The motion passed unanimously. (At this time, Commissioner Pridemore and Commissioner Hales were absent.)

Ms. Crunican said she assumed everyone knew the Talgo train had been approved.

There being no further business, the meeting was adjourned at 8:48 a.m.

Respectfully submitted,

Rooney Barker
Recording Secretary

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2990 FOR THE PURPOSE OF APPROVING AMENDMENTS TO THE FY 2001 UNIFIED WORK PROGRAM.

Date: September 20, 2000

Presented by Andrew C. Cotugno

PROPOSED ACTION

This resolution would amend the FY 2001 Unified Work Program (UWP) to conduct follow-up work to the Regional Transportation Plan for business outreach activities, corridor planning, and environmental justice, as well as add additional Metro staff activities in conjunction with I-5 Trade Corridor Study and the TCSP Eastside Urban Reserve Planning. Exhibit A to the resolution also corrects minor technical errors. The Highway 217 Corridor Study is proposed to be dropped from this year's work program.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2001 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2000. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), the City of Portland, Tri-Met and local jurisdictions. Major commitments continue for implementing the adopted Regional Transportation Plan, developing alternatives in the South Corridor, and increasing the communication of transportation system performance, needs and proposed plans. In addition, it includes a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories.

Since the UWP was adopted, a number of actions have occurred that warrant its revision. First, full funding for the Highway 217 corridor study was not achieved. Concerns were raised as to the scope and expectations of the study, particularly in relationship to other regional needs. Second, adoption of the RTP identified the immediate need to respond to issues identified by the business community. Their issues included evaluating the impact of congestion on business, the lack of a finance plan, and general communication and outreach concerns. Third, additional resources are needed for travel forecasting as part of the TCSP Eastside Urban Reserve Planning and for Metro staff support to the I-5 Trade Corridor Study.

This resolution addresses those needs.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted or adopted, as amended, Unified Planning Work Program as a prerequisite for receiving federal funds.

BUDGET IMPACT

The UWP amendment matches the resources reflected in the Metro budget adopted by the Metro Council in June 2000.

Approval will mean that existing grants can be submitted and contracts executed so work can commence on the new activities described in the exhibit to the resolution and in accordance established Metro priorities.

MGH:rmb

C:\resolutions\2000\UWP 2001\00-2990SR.doc

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)
AMENDMENTS TO THE FY 2001)
UNIFIED WORK PROGRAM)

RESOLUTION NO. 00-2990

Introduced by Councilor Jon Kvistad,
JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2001; and

WHEREAS, The FY 2001 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 2001 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, With adoption of the Regional Transportation Plan and review of the scopes of work and resources allocated to the I-5 Trade Corridor Study, the TCSP Eastside Urban Reserve Planning Study, and the Highway 217 Corridor Study, planning conditions and needs have changed since adoption of the FY 2001 Unified Work Program; and

WHEREAS, The changing conditions warrant an amendment to the FY 2001 Unified Work Program; and

WHEREAS, the proposed amendments to the FY 2001 Unified Work Program is consistent with the Metro budget approved by the Metro Council; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 2001 Unified Work Program is amended as shown in Exhibit A.

2. That Metro's Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the amendments to the Unified Work Program.

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

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Council

Attachment: Exhibit A – Amendments to the Unified Work Program

MGH:rmb

C:\resolutions\2000\UWP2001\00-2990.doc

HIGHWAY 217 CORRIDOR STUDY**PROGRAM DESCRIPTION**

The Highway 217 Corridor Study will identify transportation access strategies for the regional centers and meet other access and mobility needs in the Highway 217 Corridor. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square and Beaverton Regional Centers; 4) improvements to the I-5/217/Kruse Way interchange and addressing circulation issues through local system plans. Metro is lead agency on the second phase of the Highway 217 study, which commenced with an engineering constraints analysis by ODOT.

The study will use previously developed information from regional center development plans, the Western Bypass Study, commuter rail and the Regional Transportation Plan as the basis for beginning the analysis. However, the program is essentially a new separate study responsible for updating or developing all relevant data and information as necessary. The study began with significant background work started by ODOT in FY 1999 and completed in mid-FY 2000. Metro commenced the second phase in mid-FY 2000.

Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high technology centers off US 26 and is the primary freight facility on the West Side of the region.

RELATION TO PREVIOUS WORK

In FY 2000, the following activities were accomplished:

- Development of background data on travel patterns;
- Identification of the physical constraints within the corridor, which will define the envelope for capacity improvements;
- Establishment of a preliminary range of costs for various capacity improvements;
- Preliminary assessment of potential operational benefits of various initial capacity improvement concepts;
- Scoping (in consultation with local governments and interested parties);
- Stakeholder interviews to determine issues and interests;
- Definition of problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land use goals and to facilitate regional travel;
- Interviews with area shippers to identify freight issues;
- Establishment of a technical and policy review process; and
- Establishment of a public involvement process that keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

OBJECTIVES

- Establish a public participation program consistent with Metro's Public Involvement Policies;
- Define the problems and needs in the study area, including travel patterns and land use goals;
- Define and evaluate a relevant range of alternatives;
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach; and
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

PRODUCTS AND TARGETS

- Development of evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications;
- Development of a wide range of alternatives for all modes in addition to demand management;
- Conduct preliminary evaluation of the improvement scenarios with respect to criteria, including but not limited to cost, financing and travel performance;

- In conjunction with advisory groups, select a smaller group of three to five alternatives for detailed study;
- Perform engineering, detailed cost, travel performance and land use/community analysis of three to five alternatives; and
- Select preferred alternative in conjunction with advisory groups that defines the 20-year strategy within the 217 Corridor including:
 1. Recommendations for motor vehicle operations, including strategies for general purpose, express and HOV lanes;
 2. Freight preferential treatments, as appropriate;
 3. Arterial, collector and local street improvements to the degree necessary to preserve Highway 217 function and level of service;
 4. Preferential treatment for transit within the study area;
 5. Appropriate TSM/TDM strategies to manage demand and enhance system operations; and
 6. Appropriate design, mitigation or local strategies to enhance communities within the corridor consistent with their 2040 Growth Management Concept designation.

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 274,584
FY 01 Section 5303	\$ 30,000
FY 01 STP/ODOT Match	\$ 70,928
FY 01 ODOT Supplemental	\$ 85,000
Metro	\$ 28,988
Other	\$ 150,000
Total Resources	\$ 639,500
Requirements:	
Personal Services	\$ 315,760
Materials & Services	\$ 185,000
Interfund Transfers	\$ 125,546
Computer	\$ 13,194
Total Requirements	\$ 639,500
Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	3.860
Total Full-Time Equivalent	3.860

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure that the plan adequately reflects changing population, travel and economic trends; including Federal, State and regional planning requirements.

Local transportation plans in the region must conform with the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 1997 and was concluded in FY 2000. The purpose is twofold: First, the plan was updated to meet requirements set forth in the State Transportation Planning Rule and federal planning regulations. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. During FY 1998-99, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft was adopted by Council ordinance in Fall 1999. As a result, the focus of the project in FY 2001 will shift to emphasis on public review and comment, Council adoption and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion, will significantly affect local transportation plans. As a result, the update process was developed to foster extensive involvement of the public and local jurisdictions at every step. This included ten technical work teams made up of local planners, engineers and citizen experts and a 21-member RTP Citizen Advisory Committee (CAC) that met monthly to discuss each step of the update. The CAC's final recommendations on transportation policies and principles for project development were forwarded to both JPACT and the Metro Council. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC were held to ensure an ongoing dialogue on the policy implications of the update.

The updated policy component of the RTP update was approved by resolution in July 1996; and in 1997, it became the basis for adopting Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996 and amended in conjunction with the RFP adoption in December 1997. In FY 2000, the program emphasis focused on completion of the system component of the plan, including a financial constraint analysis. On December 16, 1999, the Metro Council approved the updated RTP by resolution. Upon completion of the financial constraint element, the updated plan will be adopted by ordinance, including policies, findings, recommended projects, implementation requirements and a technical appendix detailing the methodology used in developing the plan (see Local Plan Coordination Program).

In FY 2001, the work program will shift toward implementation. State transportation planning rules require the 24 cities and three counties in the Metro region to update their local plans within one year of adoption of the RTP for consistency with regional requirements. Technical support and review of these local plans will be the primary focus of RTP staff during this period, which roughly extends through FY 2001.

OBJECTIVES

RTP Adoption: The Metro Council is scheduled to approve the full RTP by ordinance in July 2000, triggering a one-year period in which local plans must be updated for compliance with the RTP.

- When adopted by ordinance early in FY 2001, the plan will feature two distinct components: Relevant federal planning guidelines and provide the basis for selecting projects for funding through the MTIP. This plan is based upon a conservative estimate of reasonable, anticipated revenue and is the plan modeled for air-quality conformity.

REGIONAL TRANSPORTATION PLAN

- **Strategic Plan.** This plan represents a desired 20-year outcome and includes a strategy to pursue additional revenue xxx xxx what is assumed in other financially constrained xxxx. This strategically greater investment scenario will enable the region to better xxx objectives for preservation and performance of the multi-modal system. It also better achieves the goals defined in Metro's Region 2040 Growth Concept and represents the system that complies with the State Transportation Planning Rule.

Upon adoption by ordinance, findings of compliance with TEA-21 and an air-quality conformity determination will be submitted to FHWA/FTA.

Local TSP Implementation: Metro will work closely with local governments during the next fiscal year to ensure that regional policies and projects are reflected in local plans. This work element will also include a range of informational materials intended to assist local jurisdictions in satisfying regional transportation planning requirements.

Management Systems: Congestion (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1998. Key activities for FY 2001 will be to incorporate information into planning activities, system monitoring based on management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Street Design and Connectivity: Metro will conduct a follow-up study on street connectivity standards to determine the mode-split benefits for transit, bicycling and pedestrians as well as refine estimates for VMT reduction. The study will assist local governments in meeting Regional Framework Plan mode-split targets. Metro has also proposed an environmental street design handbook to guide transportation improvements in sensitive areas. Work on the handbook would be completed during FY 2001.

Green Streets Project: Metro has been awarded TGM funds by the State of Oregon to complete this project. The purpose is to develop a handbook of "best practice" street designs that consider opportunities for mitigating stormwater runoff. The project also includes a detailed inventory of stream culverts on regional facilities where retrofits are necessary to enable salmonoid fish migration (see Green Streets Program).

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies; listing information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly public-release version and a technical appendix.

Public Involvement: All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur late in FY 2000. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based upon lessons learned from the RTP update and other studies. As part of reviewing the Public Involvement Procedures, approaches for addressing Environmental Justice outreach and impacts will be developed for planning and programming activities.

PRODUCTS AND TARGETS

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:
 - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
 - Street design provisions that integrate modal considerations and relate the RTP to 2040 Growth Concept land use and transportation policies;
 - Transportation system management, parking and demand-management strategies;
 - Financial forecast and corresponding system implementation strategies; and
 - Specific corridors and sub-areas where refinement plans are warranted.
2. Satisfy Federal TEA-21 planning requirements in the updated RTP;

3. Initiate a broad public outreach effort prior to adoption of the updated RTP;
4. Publish an adopted Regional Transportation Plan with corresponding "citizen's handbook" version for regional distribution;
5. Complete and publish the RTP Technical Appendix for regional distribution;
6. Complete follow-up studies on street design and connectivity;
7. Create and publish the proposed "Green Streets" environmental design handbook;
8. Create and publish a series of local transportation tools based upon the updated RTP;
9. Coordinate and provide technical assistance in local transportation system plan development and adoption;
10. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program;
11. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel-demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
12. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans; and
13. Revise, as necessary, Metro's Public Involvement procedures and define planning and programming approaches to address federal Environmental Justice requirements.

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 146,700
FY 01 STP/ODOT Match	\$ 26,431
FY 01 Section 5303	\$ 45,000
FY 01 ODOT Supplemental	\$ 50,000
FY 01 Tri-Met	\$ 36,000
Metro	\$ 42,869
Total Resources	\$ 347,000
Requirements:	
Personal Services	\$ 215,401
Materials & Services	\$ 20,200
Interfund Transfers	\$ 96,504
Computer	\$ 14,895
Total Requirements	\$ 347,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	2.914
Total Full-Time Equivalent	2.914

PROGRAM DESCRIPTION

Because this effort will result in transit and alternative transportation improvements, it supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles also supports the budget theme of improving air quality. This program will implement the transit-policy direction established by the RTP with an emphasis on coordinating with Tri-Met and other transit providers to ensure that short, medium and long-range transit needs are addressed.

RELATION TO PREVIOUS WORK

This program follows up on the FY 99-00 adoption of the Regional Transportation Plan (RTP). The Transit Element of the RTP needs to be followed by concerted efforts to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP. In addition, Tri-Met undertook several transit-planning and service-improvement efforts in FY 99-00, such as the McLoughlin Corridor Improvement Program and the Transit Choices for Livability initiative. Tri-Met is also looking at developing rapid bus service within Barbur Corridor. These efforts would benefit from the assistance of Metro to ensure that local jurisdiction and Tri-Met or SMART transit plans are implementing the RTP policy direction and that high capacity transit initiatives are regionally prioritized.

OBJECTIVES

- Ensure that RTP transit-policy direction is implemented by transit providers and local jurisdictions;
- Evaluate the potential of providing inter-urban passenger rail service in underutilized rail corridors, such as the Jefferson Branch Line to Lake Oswego or the Wilsonville to Beaverton corridor;
- Assist transit operators and local jurisdictions in the development of their short, medium and long-range transit plans; in particular, Elderly and Disabled Service Plans and Tri-Met's Transit Choices for Livability program, Annual Service Plan and 10-Year Service Plan;
- Evaluate high capacity transit corridors for future project development;
- Identify promising transit modes to address high capacity transit corridor needs;
- Assist transit operators in meeting the service requirements mandated by the Americans with Disabilities Act, the Environmental Justice Executive Order and other federal requirements;
- Assist transit operators in the implementation and evaluation of the federal Access to Jobs and Reverse-Commute initiative;
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources; and
- Evaluate institutional arrangements for the provision of transit service to low-density areas of the region.

PRODUCTS AND TARGETS

- Identify needs, and facilitate discussion, with Tri-Met, SMART and local jurisdictions on how best to address them;
- Perform technical analysis to refine RTP policy directives;
- Develop and manage a public-involvement program as needed;
- Prepare detailed work programs, budgets and schedules for various activities;
- Manage the study in accordance with the work program, budget and schedule;
- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed; and
- Serve as liaison with the Federal Transit Administration.

Budget Summary

Resources:	FY 2001
FY 01 STP/ODOT Match	\$ 72,571
FY 01 Tri-Met	\$ 76,500
Metro	\$ 3,929
Total Resources	\$ 153,000
Requirements:	
Personal Services	\$ 106,516
Materials & Services	\$ 0
Interfund Transfers	\$ 41,804
Computer	\$ 4,680
Total Requirements	\$ 153,000
Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.370
Total Full-Time Equivalent	1.370

TCSP EASTSIDE URBAN RESERVE PLANNING**PROGRAM DESCRIPTION**

Conduct a cooperative planning project to provide conceptual planning for the Pleasant Valley/Damascus urban reserve areas with the Transportation and Community and System Preservation Pilot Program (TCSP) grant from the Federal Highway Administration. Cooperating jurisdictions include Gresham, Portland and Clackamas County as well as Portland State University. Planning will include determining necessary natural resource protection, transportation connections and improvements and the appropriate locations for various land uses. The project is expected to take 27 months.

RELATION TO PREVIOUS WORK

The TCSP grant award is the first of its kind, involving several key stakeholders. During FY 2000, Metro developed and refined a work plan that met the needs of two cities, a county, Portland State University and a consultant. This effort required the following:

- Defining the roles and staffing needs of each participant;
- Coordinating the TCSP process with another grant effort undertaken by Clackamas County;
- Assessing the technical capabilities of each participant;
- Developing a comprehensive public outreach program; and
- Determining the role of the consultant(s).

OBJECTIVES

- Land-use planning that ensures adequate densities and a good mix of land uses to balance access to jobs and services;
- Model development and analysis of alternative transportation networks;
- Development of a multi-modal regional transportation framework that addresses the deficiencies of the current road network to provide good local and regional access for future residents and employees;
- Minimize storm-water runoff from the increased urbanization that could otherwise worsen the severe annual flooding in the lower Johnson Creek; and
- Minimize further degradation of water quality due to increased sources of pollution in the upper Johnson Creek and Rock Creek watersheds.

PRODUCTS AND TARGETS

- Maps of natural resource and hazard areas including drainage basins, floodplains, steep slopes and streams and wetlands;
- A mediation framework for resolving issues between public agencies regarding infrastructure development and wildlife habitat protection;
- Schematic urban reserve plan for areas not yet added to urban growth boundary (reserves 6-11) that addresses future transportation connections, storm-water drainage, natural resource protection and land use;
- Urban reserve concept plan and policies for areas already inside the urban growth boundary (reserves 4 and 5) that address the issues listed above as well as the jobs housing balance and more detailed analysis and policy development for environmental protection;
- "Green Streets" Handbook (funds for transportation designs provided by a separate TGM grant) to provide model transportation and development designs that protect streams and wildlife corridors from urban impacts; and
- Comprehensive project evaluation performed by PSU, resulting in a model process.
- Summary of transportation system performance with regard to various evaluation measures.

Budget Summary

Resources:	FY 2001	Full Grant
TCSP Grant	\$ 345,000	\$ 500,000
<i>FY 01 STP/ODOT Match</i>	<i>\$ 67,354</i>	
Metro	\$ <u>88,646</u> 85,000	\$ 100,000
Gresham	\$ 15,000	\$ 20,000
Portland	\$ 25,000	\$ 30,000
Clackamas County	\$ 35,000	\$ 60,000
Total Resources	\$ <u>5576,000</u>5,000	\$ 710,000
Requirements:		
Personal Services	\$ <u>92,595</u> 50,000	\$ 50,000
Materials & Services	\$ 0	
Payments to Other Agencies	\$ 255,000	\$ 365,000
Contractual	\$ 200,000	\$ 295,000
<i>Interfund Transfers</i>	<i>\$ 14,805</i>	
Computer	\$ <u>13,600</u>	
Total Requirements	\$ <u>5576,000</u>5,000	\$ 710,000
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing	<u>1.0560</u> .500	
Total Full-Time Equivalent	<u>1.0560</u>.500	

PROGRAM DESCRIPTION

The I-5 Corridor is critical to the metropolitan economy and to national and international trade. I-5 is an important trade route from Canada to Mexico. Ports along the I-5 route also serve significant international trade, including the large Pacific Rim trade. Traffic congestion on I-5 affects goods moved by air, rail, barge and truck and passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks. The most significant bottleneck in the I-5 corridor in the region occurs between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor across the Columbia River lies one of the last and most active remaining drawbridges on the interstate system. Developing plans to address this bottleneck will require bi-state involvement. Because of the importance in the region of community livability, the environment and national and international trade, plans to address the bottleneck must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. This means that I-5 is eligible to apply federal funds under the National Corridors and Borders Program.

RELATION TO PREVIOUS WORK

The I-5 North Trade Corridor Study builds on work previously completed in FY 1999-2000 by ODOT and WSDOT in coordination with Metro and other jurisdictions. During the last fiscal year, the I-5 Trade Corridor Study applied for and received a grant from FHWA from the National Corridors and Borders Program for study of the I-5 Trade Corridor. Over the last fiscal year, the ODOT and WSDOT convened a Leadership Committee, made up of civic and business leaders from the bi-state area. After consideration of a range of possible approaches to the problems in the I-5 corridor, the committee concluded with recommendations that:

- The problems in the I-5 corridor are significant and will require a significant effort to address but that the region can not afford to do nothing.
- The Corridor needs to have a multi-modal approach to the problem that includes freight rail, highway, arterial and transit improvements in addition to policies and programs that reduce travel demand.
- Funding for the bridge and other improvements in the corridor will require the use of tolls, assuming the current structure of public funding.
- All jurisdictions in the bi-state area, both state legislatures and congressional delegations will need to work together to support projects, policies and programs for the corridor.

OBJECTIVES

In FY 2001, the I-5 Trade Corridor Study will evaluate the range of possible rail, transit, highway and arterial projects that improve the flow of goods across the Columbia River and support the region's land use goals. The study will also identify reasonable demand management policies to reduce the need for additional capacity. The study will work with the public, business community, jurisdictions and agencies on both sides of the Columbia River to develop a corridor plan that supports the community's land use and economic vision for the area. The program will also develop a funding and phasing strategy for the plan, including working with state and congressional delegations to identify possible funding sources.

ODOT and WSDOT will co-lead the I-5 Trade Corridor Study with coordination with Metro, RTC and other jurisdictions and agencies. Metro staff will participate on the various advisory and technical committees that will oversee the work on this study.

Services, Products, Activities:

- Briefing of the Bi-State Transportation Committee, JPACT, Metro Council and other elected officials and agencies on the options for the corridor plan elements.
- Participating in the project management and advisory groups for the study to advise on the overall study direction and development of project milestones.

- Participating in technical review committees to review travel demand forecasts, costs, land use issues and other technical study elements including an assessment of the effect of corridor options on the regional and national economy, mobility, access and land use goals.
- Participating in public outreach committees that oversee the nature and extent of efforts to involve the general population and persons of low-income minority and other special populations in the consideration of corridor options.

Customers, Clients or Target Groups:

I-5 North corridor improvements would affect travel patterns and land use in both the Metro and Clark County areas. This will affect the public at large, the shipping and carrier industries at large, the Ports of Portland and Vancouver, access to intermodal facilities and industrial area in North Portland and in Clark County and neighborhoods in both North Portland and Clark County. The I-5 Corridor also affects goods shipped from both Oregon and Washington as well as forming a critical link in the national shipping needs.

PRODUCTS AND TARGETS

Metro staff will participate with other agency staff, the public and elected officials to work together as one region to:

- Identify priorities for federal funding requests for the Corridor that have regional and bi-state support.
- Identify the rail, transit, highway and arterial projects for consideration as part of the I-5 Corridor plan and analyze their feasibility and extent to which they support land use goals.
- Identify public support for projects, policies and programs in the I-5 Corridor.
- Identify policies and programs that lead to reducing travel demand in the corridor
- Identify level of support from private sector, including the railroads, for the corridor plan.
- Identify a financing strategy and phasing plan.
- Begin seeking approval of the corridor plan.

Budget Summary

Resources:	<u>FY 2001</u>	Resources:	<u>FY 2001</u>
FY -1 STP/ODOT Match	\$82,532		
Metro	\$ 4,468		

Total Resources

Requirements:		
Personal Services	\$60,727	FY 00 PL
Materials & Services	0	FY 00 STP/ODOT Match
Inter-fund Transfers	\$26,273	FY 00 ODOT Supplemental
Contingency		Metro
Computer	0	
Total Requirements	\$87,000	

Full-Time Equivalent Staffing

Regular Full-Time Equivalent Staffing	0.660
Total Full-Time Equivalent	0.660

RTP BUSINESS PARTNERSHIPS**PROGRAM DESCRIPTION**

Resolution No. 00-2969B before the Metro Council for the purpose of adopting the 2000 Regional Transportation Plan provided for additional work with the regional business community. Specifically, the resolution stated: "That Metro will undertake an additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the RTP within one year of this additional effort."

This work program would undertake a series of activities designed to engage the business community in the Regional Transportation Planning process, to establish partnerships and to develop agreement on a 3-5 year Action Plan for implementation.

RELATION TO PREVIOUS WORK

This work program would build upon work completed as part of the 2000 RTP, the Commodity Flow Analysis and the I-5 Trade Corridor study. Additional outreach would be performed to further identify business transportation needs within the region. Existing data and models would be analyzed to address more specifically the identified needs and problems and to propose solutions. These problems and solutions would then be presented to area business coalitions and a joint government/business action plan developed for implementation of agreed upon priorities.

OBJECTIVES

- Increase awareness on the part of public agencies of the transportation needs and priorities of businesses in the metropolitan area.
- Coordinate activities with the Transportation Summit and other related efforts.
- Develop a common understanding regarding transportation and land use planning concepts and principles.
- Establish a process for involving the regional business community in regional transportation planning decisions.
- Create joint business/government ownership of transportation problems and a partnership to develop a more efficient and effective transportation system.

PRODUCTS AND TARGETS

- Meet with stakeholder groups and individuals throughout the region to finalize a scope of work for this work program.
- Establish a single business advisory committee to oversee this work program at key points throughout the process.
- Conduct interviews and workshops with representatives of the regional business community to identify specific business transportation needs and priorities.
- Analyze problems identified by stakeholders. Current budget allows use of existing data from recent and on-going studies as well as limited new analyses.
- Develop agreement with the business advisory committee on how 2000 RTP projects can be better prioritized or how new projects could be developed to address the most critical needs.
- Propose a short list of projects and processes to address key concerns identified, above, and to be included in the RTP, as necessary.
- Through workshops or other public involvement techniques, establish agreement on a short-term (approximately 3-5 year) Action Plan, including specific processes, policies and projects, with deadlines, to implement identified priorities. Medium-term goals may be developed as well. This Action Plan may include specific transportation finance strategies identified by the Transportation Summit.
- Obtain TPAC, JPACT and Metro Council approval of the recommended Action Plan.
- Produce and distribute final brochure or other outreach materials to highlight Action Plan.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 61,350
FY 01 Section 5303	\$ 10,000
FY 01 STP/ODOT Match	\$ 52,575
FY 01 ODOT Supplemental	\$ 30,000
Metro	\$ 10,075
Total Resources	\$ 164,000
Requirements:	
Personal Services	\$ 101,136
Materials & Services	\$ 20,000
Interfund Transfers	\$ 40,164
Computer	\$ 2,700
Total Requirements	\$ 164,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.393
Total Full-Time Equivalent	1.393

PROGRAM DESCRIPTION

As provided by the State Transportation Planning Rule, the 2000 Regional Transportation Plan (RTP) calls for completion of a number of specific corridor refinements and studies. The RTP has identified significant needs in these areas, which require further analysis before a specific project can be developed. The Corridor Initiatives Program would establish the region's approach to completion of those refinements and studies. This work program would: prioritize completion of the corridor studies, identify the resources necessary to complete them and address a number of common scope and technical issues.

If appropriate based on the first phase of the work program, above, this work program would also allow for commencement of scoping and background analysis of a selected priority corridor.

The completion of corridor studies has become more complex and expensive. The need to include multi-modal alternatives, develop transportation that supports communities in the 2040 plan and address the Endangered Species Act, Goal 5 and federal environmental streamlining objectives requires extensive additional technical analysis. In addition, fiscal constraints necessitate that studies include a financial plan. Adequately addressing these issues will require more resources than are currently available through Metro or ODOT.

RELATION TO PREVIOUS WORK

Chapter 6 of the RTP describes a number of corridor needs and outlines specific issues and design elements to be addressed. The TPR requires prompt completion of corridor refinements and studies as part of a TSP. This is a new work program designed to further develop an implementation plan for the corridor studies listed in the RTP.

OBJECTIVES

- Identify interests and concerns of regional partners associated with completion of Corridor Studies and Refinements listed in the 2000 RTP
- Outline general approach for major steps in project development (e.g. Purpose/Need, Alternatives Analysis, etc.)
- Propose funding approach for completion of Corridor Studies and Refinements
- Prioritize completion of Corridor Studies and Refinements
- Initiate priority Corridor Study

PRODUCTS AND TARGETS

- Establish technical advisory process for involving regional partners
- Research common issues for various steps in project development
- Review status and major issues associated with 16 Corridor Studies and Refinements listed in the 2000 RTP
- Estimate budget issues associated with completion of Corridor Studies and Refinements
- Investigate possible funding sources for Corridor Studies and Refinements
- Obtain TPAC and JPACT approval of Corridor Initiative Program
- Identify funding for, and commence work on, priority corridor identified, above.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 20,144
FY 01 Section 5303	\$ 20,000
FY 01 STP/ODOT Match	\$ 60,493
FY 01 ODOT Supplemental	\$ 55,000
Metro	\$ 10,363
Total Resources	\$ 166,000
Requirements:	
Personal Services	\$ 106,013
Materials & Services	\$ 15,000
Interfund Transfers	\$ 42,287
Computer	\$ 2,700
Total Requirements	\$ 166,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.350
Total Full-Time Equivalent	1.350

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Clackamas and Washington County Arterial ITS Master Plans

In fiscal year FY 00-01, both Clackamas and Washington County will prepare master plan documents for deployment of comprehensive arterial ITS management systems on significant facilities, including inventory of controller and signal equipment status and compatibility, field device communication concepts and routing, preliminary evaluation of surveillance needs and locations, preliminary evaluation of onstreet variable message signage needs and locations and management center hardware and software requirements. Additional projects funds have been allocated in FY 02 and 03 for first phase preliminary engineering and signal timing plan development to support procurement and deployment of equipment. A critical aspect of the planning work will be to assure compatibility of county arterial management systems with the regional ITS architecture and national ITS standards.

Resources

FY 2001

FY 01 Regional STP
FY 01 CMAQ

\$ 70,000
\$130,000

(This report will be added to the FY 2000-01 UWP, pages 40-48.)

PROGRAM DESCRIPTION

The Highway 217 Corridor Study has been deferred in the FY 2001 UWP pending completion of the Corridor Initiatives Program. The project is recognized as a priority refinement study as identified in the adopted 2000 RTP. The study will be reconsidered for funding in the FY 2002 UWP.

The Highway 217 Corridor Study will identify transportation-access strategies for the regional centers and meet other access and mobility needs in the Highway 217 Corridor. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square and Beaverton Regional Centers; 4) improvements to the I-5/217/Kruse Way interchange and addressing circulation issues through local system plans. Metro is lead agency on the second phase of the Highway 217 study, which commenced with an engineering-constraints analysis by ODOT.

The study will use previously-developed information from regional center development plans, the Western Bypass Study, commuter rail and the Regional Transportation Plan as the basis for beginning the analysis. However, the program is essentially a new separate study responsible for updating or developing all relevant data and information as necessary. The study began with significant background work started by ODOT in FY 1999 and completed in mid-FY 2000. Metro commenced the second phase in mid-FY 2000.

Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high-technology centers off US 26 and is the primary freight facility on the West Side of the region.

RELATION TO PREVIOUS WORK

In FY 2000, the following activities were accomplished:

- Development of background data on travel patterns;
- Identification of the physical constraints within the corridor, which will define the envelope for capacity improvements;
- Establishment of a preliminary range of costs for various capacity improvements;
- Preliminary assessment of potential operational benefits of various initial capacity improvement concepts;
- Scoping (in consultation with local governments and interested parties);
- Stakeholder interviews to determine issues and interests;
- Definition of problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land-use goals and to facilitate regional travel;
- Interviews with area shippers to identify freight issues;
- Establishment of a technical and policy review process; and
- Establishment of a public-involvement process that keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

OBJECTIVES

- Establish a public-participation program consistent with Metro's Public Involvement Policies;
- Define the problems and needs in the study area, including travel patterns and land-use goals;
- Define and evaluate a relevant range of alternatives;
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach; and
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

PRODUCTS AND TARGETS

If the study is commenced in FY 2002, the products and targets will include:

- Development of evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications;

HIGHWAY 217 CORRIDOR STUDY

- Development of a wide range of alternatives for all modes in addition to demand management;
- Conduct preliminary evaluation of the improvement scenarios with respect to criteria, including but not limited to cost, financing and travel performance;
- In conjunction with advisory groups, select a smaller group of three to five alternatives for detailed study;
- Perform engineering, detailed cost, travel performance and land-use/community analysis of three to five alternatives; and
- Select preferred alternative in conjunction with advisory groups that defines the 20-year strategy within the 217 Corridor including:
 1. Recommendations for motor-vehicle operations, including strategies for general purpose, express and HOV lanes;
 2. Freight preferential treatments, as appropriate;
 3. Arterial, collector and local street improvements to the degree necessary to preserve Highway 217 function and level-of-service;
 4. Preferential treatment for transit within the study area;
 5. Appropriate TSM/TDM strategies to manage demand and enhance system operations; and
 6. Appropriate design, mitigation or local strategies to enhance communities within the corridor consistent with their 2040 Growth Management Concept designation.

Budget Summary

Resources:	FY 2001
FY 01 PL	\$ 274,584
FY 01 Section 5303	\$ 30,000
FY 01 STP/ODOT Match	\$ 70,928
FY 01 ODOT Supplemental	\$ 85,000
Metro	\$ 28,988
Other	\$ 150,000
Total Resources	\$ 639,500
Requirements:	
Personal Services	\$ 315,760
Materials & Services	\$ 185,000
Interfund Transfers	\$ 125,546
Computer	\$ 13,194
Total Requirements	\$ 639,500
Time Equivalent Staffing	
Regular Full Time Equivalent Staffing	3.860
Total Full Time Equivalent	3.860

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE \$370,000 OF STATE TRANSPORTATION ENHANCEMENT FUNDS FOR THE PORTLAND GATEWAY PROJECT

Date: September 25, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would amend the Metropolitan Transportation Improvement Program (MTIP) to authorize programming \$370,000 of Transportation Enhancement funds to design and construct "Portland Gateway" street amenities on US 30, through Linnton, consistent with programming already approved in the State Transportation Improvement Program (STIP). This resolution also authorizes staff to coordinate programming of the funds as necessary with respect to phase of work and anticipated year of obligation.

EXISTING LAW

23 Code of Federal Regulations (CFR) Part 450 specifies that the STIP must incorporate the MTIP without change. Unless this amendment of the MTIP is approved by Metro, FHWA will not approve a request by ODOT to obligate funds for project design or construction.

BUDGET IMPACT

The Transportation Enhancement funds programmed by this action have no direct bearing on Metro finances. However, Metro's Solid Waste Mitigation Grant program has pledged \$70,000 toward construction of the project. Failure to program the funds would conceivably free the grant funds for other purposes.

The project budget is summarized below:

Transportation Enhancements	\$370,000
Metro Solid Waste Enhancements Grant	\$ 70,000
Other ODOT funds	<u>\$ 10,000</u>
Total	<u>\$450,000</u>

The project's anticipated phasing is as follows:

PE	\$ 90,000
Construction	<u>\$360,000</u>
Total	<u>\$450,000</u>

BACKGROUND AND ANALYSIS

Metro maintains a Metropolitan Transportation Improvement Program (MTIP) and ODOT maintains and State Transportation Improvement Program (STIP). Both documents track federal funding for significant transportation projects in the Portland urban area. Federal planning regulations require that all revisions of the STIP that effect changes to the regional transportation system within Metro's jurisdiction must also be included in the MTIP.

Since 1992, when Congress established the Transportation Enhancement program, Metro has cooperated with ODOT to allocate these funds in the Portland urban area. This process was continued during the last MTIP/STIP update (Priorities 2000). The update reaffirmed programming of \$5.6 million of funds approved in the FY 98 MTIP and allocated another increment of \$2.8 million anticipated in FY 02 and FY 03.

However, during the 2000 STIP update, ODOT established a Statewide Transportation Enhancement program. It was funded with the increment of funds authorized by TEA-21 that was higher than had been originally forecast and allocated in the FY 98 STIP cycle. During a project solicitation and ranking process managed by ODOT, the "Portland Gateway" project, on US 30 through Linnton, was selected, with input from Metro, and approved for funding by the Oregon Transportation Commission.

The Linnton neighborhood lies at the western limits of the City of Portland and within the boundaries that define communities eligible for grants from Metro's St. Johns landfill mitigation account. The project, which is recommended in the US 30 Corridor Study, would construct a landscaped median in the highway and provide street trees through Linnton. Aside from making an attractive gateway, the amenities are expected to help passively moderate travel speeds through Linnton and thus mitigate effects of the state highway on the town. In order to receive federal approval for obligation of the funds, ODOT has requested that the project be authorized in the MTIP.

TW:rmb
9/25/2000

C:\resolutions\2000\00-2994sr.doc

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 00-2994
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by
INCLUDE \$370,000 OF STATE)	Councilor Jon Kvistad, Chair
TRANSPORTATION ENHANCEMENT FUNDS)	JPACT
FOR THE PORTLAND GATEWAY PROJECT)	

WHEREAS, Metro maintains a Metropolitan Transportation Improvement Program (MTIP) and ODOT maintains and State Transportation Improvement Program (STIP) that tracks federal funding for significant transportation projects in the Portland urban area; and

WHEREAS, Federal planning regulations require that all revisions of the STIP that effect changes to the regional transportation system within Metro's jurisdiction must also be included in the MTIP; and

WHEREAS, The six-year federal transportation bill (TEA-21) authorized annual appropriations of Transportation Enhancement funds to the State of Oregon in federal fiscal years (FY) 1998 through 2003; and

WHEREAS, The Oregon Transportation Commission (OTC) suballocated the annual statewide sums for distribution to a Statewide Transportation Enhancement Program and a separate allocation of \$1.4 million annually to Region 1; and

WHEREAS, Metro, in agreement with ODOT Salem Headquarters staff and the Region 1 Manager, assigned the FY 1998-2003 Region 1 Transportation Enhancement funds to projects during the Priorities 2000 MTIP Update; and

WHEREAS, The Statewide program operated a separate project solicitation and selection process after conclusion of the Priorities 2000 Update; and

WHEREAS, The statewide process selected the "Portland Gateway" project in Linnton, consisting of constructing a landscaped center median on US 30 with street trees through the Linnton neighborhood, for allocation of \$370,000 of Enhancement funds for obligation in FY 2001; and

WHEREAS, The FY 2000-2003 STIP included the project but no request was ever made by the statewide Transportation Enhancement coordinator to authorize obligation of the funds in the MTIP; and

WHEREAS, Metro has allocated \$70,000 of Solid Waste Enhancement Grant funds for the project; and

WHEREAS, The statewide Enhancement funds do not reduce the Region 1 program and come with their own federal obligation limitation. Now, therefore,

BE IT RESOLVED:

1. The MTIP is amended to authorize obligation of \$370,000 of federal Transportation Enhancement funds for design and construction of the Portland Gateway project in Linnton.

2. Metro Staff is authorized to coordinate programming of the funds with respect to work phase and obligation date.

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

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

C:\resolutions\2000\00-2994.doc TW:rmb
9/25/2000

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF MODIFYING THE) RESOLUTION NO. 00-2991
EXISTING INTERGOVERNMENTAL AGREEMENT)
SPECIFYING ROLES AND RESPONSIBILITIES FOR)
THE BI-STATE TRANSPORTATION COMMITTEE)
Introduced by
Councilor Rod Monroe,
Bi-State Committee Chair

WHEREAS, Metro established a Bi-State Transportation Committee to develop recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council (RTC) on bi-state transportation issues (Resolution No. 99-2778); and

WHEREAS, Metro and RTC approved an Intergovernmental Agreement specifying roles and responsibilities for the Bi-State Transportation Committee; and

WHEREAS, The Bi-State Transportation Committee has identified modifications to the Intergovernmental Agreement that would allow the agreement to reflect the committee's practice in the past year.

BE IT RESOLVED:

1. That Metro and RTC authorize the modifications to the existing Intergovernmental Agreement (as substantially reflected in Exhibit A) specifying the roles and responsibilities of the Bi-State Transportation Committee.

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

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

ADOPTED by the Board of Directors of the Southwest Washington Regional Transportation Council this _____ day of _____, 2000.

Royce E. Pollard
Mayor, City of Vancouver and RTC Chair

Intergovernmental Agreement
Specifying the Roles and Responsibilities of a
Joint JPACT and RTC Bi-State Transportation Committee

Role

The Bi-State Transportation Committee shall review all issues of major bi-state significance for transportation and present recommended actions to RTC and JPACT.

JPACT and RTC Board shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation. Any member of JPACT or the RTC Board may request referral of an item for consultation prior to action, but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Transportation Committee. The Bi-State Committee members may also select items for consideration.

Membership

~~JPACT and RTC Board will nominate membership in the Bi State Transportation Committee.~~ Membership will be drawn from agencies serving on JPACT and RTC Board with representation in Washington from the Washington Department of Transportation, C-TRAN, City of Vancouver, one of the smaller cities in Clark County, Clark County and the Port of Vancouver. In Oregon, membership will be from Oregon Department of Transportation, Tri-Met, one of the Counties of the tri county region, City of Portland, Metro, the Port of Portland and a smaller city from Multnomah County. Each agency shall select their member for the Bi-State Transportation Committee and shall also identify an alternate member.

The Bi-State Transportation Committee may create working groups on a topical basis that involve other elected officials and business or community representatives as needed.

Membership will be valid as long as the member is a member of JPACT and the RTC Board or appointed by JPACT or RTC Board.

Chair and Vice Chair

The Bi-State Transportation Committee shall elect its Chair and Vice-Chair. The Chair and Vice-Chair shall not be representatives of the same state.

Voting

Each member will have one vote. A simple majority vote is needed to pass an action item. A quorum is needed for a vote to be valid.

Quorum

A quorum is defined as four members from each state for a total of eight.

Reporting

The Bi-State Transportation Committee shall ~~report to JPACT and the RTC Board semi-annually to alert JPACT and the RTC Board the full committees on issues of bi-state significance and the schedule for upcoming action items.~~

The Bi-State Transportation Committee shall submit an annual report to JPACT and RTC Board that highlights the committee's major accomplishments and progress over the last year. The report will be distributed to JPACT and RTC Board one year after the date of their first meeting and annually on each subsequent year.

Minutes of each meeting shall be taken and shall be distributed for approval at the subsequent Bi-State Transportation Committee meetings.

Amendment

Any amendment to this agreement shall require the approval of JPACT, the Metro Council and RTC Board.

Termination

Termination of this agreement and the Bi-State Transportation Committee will require written notice sixty (60) days prior to the termination date proposed by JPACT or RTC Board.

Meeting Location

Meetings will alternate between sites in Oregon and Washington.

Public Notice

The public shall be notified of the Bi-State Transportation Committee meetings consistent with other public meeting notices required by Metro or RTC.

Administrative Support

Metro and RTC shall share in the costs for administrative support and staffing to the Bi-State Transportation Committee.

Budget/Expenses

Expenses for conducting Bi-State Transportation Committee meetings shall be equally shared between Metro and the RTC.

STAFF REPORT

FOR THE PURPOSE OF MODIFYING THE EXISTING INTERGOVERNMENTAL AGREEMENT SPECIFYING ROLES AND RESPONSIBILITIES FOR THE BI-STATE TRANSPORTATION COMMITTEE

Date: September 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Approval of this resolution would modify the existing Intergovernmental Agreement for the Bi-State Transportation Committee to bring it in line with the practice that the committee has developed over their first year of operation. The modifications include the following:

- Clarify that Bi-State Committee members may identify agenda items for discussion in addition to those referred to them by the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council (RTC).
- Clarify that the agencies named in the Intergovernmental Agreement to serve on the committee shall select their member and alternate.
- Clarify that the Bi-State Committee is responsible for scheduling bi-state issues for JPACT and RTC action as needed, instead of reporting to JPACT and RTC semi-annually.

The Bi-State Transportation Committee discussed these changes to the Intergovernmental Agreement at their September 2000 meeting and approved a motion to submit them to Metro and RTC for approval.

EXISTING LAW

Metro is the designated Metropolitan Planning Organization (MPO) for federal transportation planning purposes. Metro has the authority to create subcommittees such as the Bi-State Transportation Committee to help meet its roles and responsibilities as the regional transportation planning agency.

BACKGROUND AND ANALYSIS

In May of 1999 JPACT and RTC approved the creation of a Bi-State Transportation Committee to develop recommendations to JPACT and RTC on bi-state transportation issues. As part of the establishment of the new committee, Metro and RTC adopted an Intergovernmental Agreement specifying the roles and responsibilities of the Bi-State Transportation Committee. The committee began meeting in September 1999.

Based on their operating experience over the last year, the Bi-State Transportation Committee identified a few modifications to the Intergovernmental Agreement to better reflect the committee's operating procedures.

BUDGET IMPACT

None.

RECOMMENDATION

The Transportation Policy Alternatives Committee (TPAC) reviewed this resolution at their September 29th meeting, and recommended that it be forwarded to JPACT for their approval.

CD:rmb

C:\Resolutions\2000\00-2991 SR.doc

Bi-State Transportation Committee

The Bi-State Committee is appointed by Metro's Joint Policy Advisory Committee on Transportation and the Southwest Washington Regional Transportation Council.

Metro
Councilor Rod Monroe
CHAIR

Clark County
Commissioner Craig Pridemore
VICE CHAIR

Multnomah County
Commissioner Serena Cruz

City of Vancouver
Mayor Royce Pollard

City of Portland
Commissioner Charlie Hales

City of Battle Ground
Dave Mercier, City Manager

City of Gresham
Councilor Chris Lassen

C-TRAN
Gail Spolar, Interim Executive
Director/CEO

Tri-Met
Fred Hansen, General Manager

Port of Vancouver
Gary Paulson, Executive Director

Port of Portland
Mike Thorne, Executive Director

WSDOT
Don Wagner, SW Administrator

ODOT
Kay Van Sickle, Reg. 1 Manager



1351 Officers' Row
Vancouver, Washington
98661-3856

Tel 360-397-6067
Fax 360-696-1847

www.rtc.wa.gov



METRO

600 NE Grand Avenue
Portland, Oregon
97232-2736

Tel 503-797-1700
Fax 503-797-1797
TDD 503-797-1804

www.metro-region.org

MEMORANDUM

TO: JPACT and RTC Board

FROM: Craig Pridemore, Vice Chair Bi-State Transportation Committee
Rod Monroe, Chair, Bi-State Transportation Committee

DATE: September 29, 2000

SUBJECT: **Bi-State Transportation Committee First Annual Assessment**

On September 20, 2000 the Bi-State Transportation Committee reached its first year anniversary. The bylaws call for an annual report back to JPACT and RTC. In order to develop the report, Committee members were asked to discuss what they see as the most important information/tasks/decisions of the last year for inclusion in the report to JPACT and RTC.

The committee members particularly would like to emphasize the importance of the bi-state committee in bringing a systems approach to the problems in the region. In contrast to a single agency perspective, which evaluates the pros and cons from one point of view, the bi-state committee brings multiple perspectives together.

An example of this is the effort the committee made toward implementing HOV lanes in the I-5 corridor. Based on review of the results of the I-5 Operational Study, and discussion from a bi-state perspective, the committee recommended implementation of an HOV lane in Washington and consideration of an HOV lane in the Delta Park-Lombard area in Oregon.

A chronological listing of last year's meetings and their topics is presented below.

September 20, 1999

- The first meeting of the Bi-State Transportation Committee was held at the Port of Vancouver. After an extended time devoted to member introductions, the Committee discussed how to define the bi-state transportation problem and the charge/operating procedures for the Committee.
- The Committee first looked at the common elements that bind the two communities together. These included an interdependent economy, interrelated land use and a single air

quality air shed. Discussion then centered on the question; how does transportation keep you from achieving these plans. While traffic congestion is a problem in both the I-5 and I-205 corridors, the biggest risk or impact is that the traffic congestion will result in lost economic opportunities and failure to achieve the land use vision/plans.

- The Committee reviewed and agreed with their charge as given by JPACT and RTC. The Committee then agreed to build a base for their discussions by examining the bi-state interrelationship between the land use plans and the transportation system improvements.

November 1, 1999

- Nearly the entire meeting was devoted to the presentation and discussion of the land use planning process in the Portland region. The 2040 Growth Concept relative to transportation plans rely on high density mixed use centers that help to reduce travel demand and provide the opportunity to be served by transit. It was noted that transportation planning at Metro tries to focus on using transportation investment to leverage land use goals rather than capacity expansion to address traffic congestion. Metro's level of service policy generally accepts one hour or more of congestion.
- Metro's urban growth boundary was discussed and how that has impacted transportation decisions.
- The City of Portland's land use planning process was discussed as was the Port of Portland and the City of Gresham.
- In relating the Portland area land use planning process to bi-state transportation issues, it was agreed the jobs-housing balance needs to be discussed by the Committee and the bi-state transportation benefits of a better jobs-housing balance was achieved.

November 15, 1999

- Congressman Brian Baird attended the meeting and pledged his support to the bi-state process. He also said he would be working closely with his Oregon peers, Congressmen Earl Blumenauer and Peter DeFazio who sit on a congressional transportation committee.
- Most of the meeting was devoted to the land use planning process in Clark County. Clark County, City of Vancouver, Battle Ground and Port of Vancouver planning staffs gave presentations.
- The discussion following the presentations recognized that direct economic and transportation impacts are not reflected in either region's land use planning process. One of the major issues for the Committee to come to an understand is the

degree to which adding or not adding river crossing capacity fuels or stifles growth. History shows the opening of the I-205 corridor led to a huge land rush. In question is how the current and future levels of congestion on I-5 will affect freight and economic development in the two ports.

January 27, 2000

- The meeting agenda included an aggressive array of topics including: making the land use and transportation connection, the leadership committee structure for the I-5 Trade Corridor Study and the findings of the I-5 HOV Study.
- Metro staff presented a memorandum that suggested how the Bi-State Committee could better integrate land use and transportation in the I-5 Trade Corridor. The memo addressed this by posing a series of relevant questions categorized under the following three headings: jobs/housing balance, using transportation to meet land use objectives, and solving the transportation problem with land use actions.
- A paper comparing the commercial and industrial development costs in Clark County vs. Portland prepared by the Portland Development Commission was presented. The paper suggested that changing the current taxing structure in Washington would not encourage more business to locate in Vancouver. In terms of commercial and industrial cost comparisons, fees/permits/development charges are similar and land costs are less in Vancouver but this is only one of the factors that comprise a business location decision. In regard to business operating cost comparisons, the level of state taxes for both states is higher than all local taxes, and Oregon taxes are higher than Washington in nearly all examples.
- Oregon Department of Transportation Commissioner and Chair Henry Hewitt along with Washington Department of Transportation Commissioner Ed Barnes discussed the recommendations from Phase I of the I-5 Trade Corridor Study. The key recommendation was that the I-5 corridor is the most congested segment of freeway in the region and in order to maintain the economic vitality of the region, a strategic plan to improve the corridor including the possibility of expanding transportation capacity across the Columbia River must be completed. Bi-State Committee members offered their suggestions on how to structure the leadership for the second phase and emphasized the need to include financing options in the study.
- The Committee's discussion on the I-5 HOV Study was limited by time and it was agreed that the HOV presentation would be continued at another meeting.

February 24, 2000

- Oregon Department of Transportation Commissioner and Chair Henry Hewitt along with Washington Department of Transportation Commissioner Ed Barnes returned for the second meeting to present the proposed leadership structure for Phase II of the I-5 Trade Corridor Study and to outline the draft objectives of the second phase. The Committee discussed each of these and continued to stress that the jobs/housing balance needed to be an element of the solution.
- The findings of the I-5 HOV Study were presented. The findings recommended that a bi-state I-5 HOV facility was feasible given certain constraints. The Committee discussed the findings and agreed that the findings should come back in the form of a recommendation and proposed action.
- The topic of bi-state transit services and coordination was not addressed as originally scheduled due to limited time.

March 23, 1999

- C-Tran and Tri-Met each presented background on their transit system services and how the bi-state element of the system are coordinated. C-TRAN discussed the results of their recent system-wide operational analysis, the impacts of I-695 and how both of these will impact their bi-state commuter service. Tri-Met talked about the current bus service, but emphasized current light rail transit projects that will take LRT to the airport in the I-205 corridor and to the Expo Center in the I-5 corridor.
- As requested, the I-5 HOV recommendations were presented to the Committee for their feedback. The Committee discussed and formulated their recommendations for the new southbound HOV lane proposal. Their recommendations are summarized as follows: 1) recommend to ODOT to continue the northbound HOV lane permanently, 2) recognize that HOV across the bridge is not a safe option, 3) northbound HOV lane north of the bridge not be pursued under current conditions, 4) recommend to WSDOT to open the new widening project with southbound HOV lanes, 5) recommend to ODOT to consider HOV at Delta Park, 6) keep looking at all options given the findings that come out of the I-5 Trade Corridor, and 7) include public participation in the HOV process for both RTC and JPACT. Staff was asked to put the Committee's recommendations into a resolution for action at the next meeting.

April 27, 2000

- ODOT staff presented the operation and use of the existing northbound HOV lane. The following information was highlighted: 1) the HOV lane is carrying 2400 persons per hour compared to 1700 persons in the general purpose lane, 2) the

- HOV lane has a travel time savings of 6-7 minutes, and 3) opinion polls show public is stable at 70% in favor of the lane.
- Prior to taking action on the I-5 HOV resolution, the Chair emphasized that the Bi-State Committee's responsibility is to give transportation policy advise to JPACT and RTC and that the Bi-State Committee's resolution would be forwarded to them. After considerable discussion of the various segments of the HOV lane and the issues surrounding a 2 general purpose, 1 HOV lane vs. three general purpose, plus 1 HOV lane it was agreed the 2+1 was the best configuration. The need to continue to pursue the widening project through Delta Park along with a public involvement program was emphasized in the final recommendations. The resolution was passed unanimously to recommend to JPACT and RTC the implementation of the recommended HOV facility in the I-5 corridor.
 - Port of Portland staff presented their proposal for West Hayden Island development. Staff explained that the Port has secured the rights to the undeveloped west end of Hayden Island to help meet the needs of a projected tripling of exports in the region by 2030 and to maintain Portland's advantage as an international shipping and trade center. West Hayden Island is the last large parcel available in the region that could be developed for marine terminals. Staff explained the market for West Hayden Island development and the plans to address concerns of growth and quality of life. The Port will need zoning approval from the Portland City council.

June 22, 2000

- Since the initial April decision to move forward with the construction of an HOV facility a series of final operational and design activities had been completed. The Committee heard that the design had been completed for the portion of the facility in the new construction section of I-5 (Main Street to 78th street) and the main issue remaining for the portion of the facility (Main Street to I-5 Interstate Bridge) was how/where to end the HOV designation just north of the I-5 Bridge. WSDOT staff expressed confidence that these issues would soon be resolved. Plans were being made to present the HOV facility to the Washington State Transportation Commission in August.
- The majority of the meeting time was devoted to a discussion of the findings of the Regional Air Transportation Demand Task Force. The air demand task force was charged with validating the air travel demand forecast for the PDX Master Plan, and what alternatives should be looked at as a part of the master plan. Findings of the report included the following: the demand forecast used in the master plan is reasonable, lower cost

alternatives should be explored as a means of expanding airport capacity and a new airport north or south of PDX should not be a high priority for study right now.

- The meeting schedule and potential topics for the fall, winter and next spring was distributed for discussion. The Committee discussed these and set the fall kick-off meeting for September 7th.

FY 2002-2005 MTIP/STIP UPDATE JPACT INFORMATIONAL PACKET

Purpose and Relationship of the MTIP and STIP.

Metro and ODOT are beginning development of the FY 2002 – 2005 update of the Portland-area metropolitan transportation improvement program (MTIP) and the Region 1 element of the state transportation improvement program (STIP), which addresses the three-county metropolitan Portland area. The MTIP/STIP allocates federal and state funds to both highway and transit system maintenance and modernization needs. The MTIP/STIP must be financially constrained, which means that only expected federal appropriations and/or state gas tax receipts may be relied upon to fund approved projects. By federal regulations, the STIP must include the MTIP without change.

State System Resources

ODOT has primary authority to allocate significant revenue sources including state gas taxes and numerous federal funding categories such as National Highway System and Interstate Maintenance funds. ODOT has not yet settled on the formulas that will distribute revenue between the five Regions in the state, nor has the balance between system expansion versus system maintenance needs been determined. However, for perspective, the last four-year STIP (FY 2000-2003) allocated approximately \$100 million to three freeway projects in the region, including the Sylvan Interchange Phase 3 project in 2003 for \$25 million. The Bridge Rehabilitation program included \$114 million of projects, the Maintenance and Preservation program scheduled \$85 million of projects (e.g., overlays and reconstruction) and another \$42 million was assigned to various safety and operations projects.

The Oregon Transportation Commission has determined that the State system's preservation needs are underfunded. The Commission has mandated ODOT to increase the proportion of funds dedicated to bridge and pavement preservation programs, and to reduce modernization commitments in the current project and in the updated STIP program. Still though, the system of freeways and state highways in the Portland area can expect investment of several hundreds of millions of state controlled dollars in the next update.

MTIP Resources

The MTIP must address allocation of state system resources. As discussed above though, the project selection process for state system funds is largely managed by ODOT. Metro, as the Portland-area MPO, is the agency that is primarily responsible for allocation of Regional Surface Transportation System (STP) funds and Congestion Mitigation/Air Quality (CMAQ) funds. As described in Attachment 1, Metro expects about \$50.7 million of these funds to be available in 2004-2005. A variety of factors discussed in Attachment 1, including overprogramming, statewide program "takedowns" and long-term program commitments leave only about \$19 million uncommitted. About 40 percent of the funds will be CMAQ dollars, which cannot be used for construction of general purpose travel lanes.

Allocation Process Alternatives

Attachment 2 describes the time line for MTIP Update, including public comment of the best strategy for allocation of new transportation revenue in the region. The TIP Subcommittee of TPAC has met twice, and TPAC has considered the update at one session, and has recommended the following issues for JPACT consideration, preliminary to approval of an update strategy.

1. Ongoing Programs

The region has previously funded a number of ongoing programs. The Region's policy has always been that no program is *entitled* to new funding. Rather, during each update, programs must be evaluated for effectiveness and a new decision made about continued funding. TPAC does not recommend any change to this process. However, that being said, TPAC concurred that it is a priority to first decide which programs to continue, and at what levels, before considering new program and/or project initiatives. Existing programs include:

PROGRAMS	FY 02-03 FUNDING LEVEL
Regional Planning Program	\$1,400,000
TOD Revolving Loan Fund	2,000,000
Regional TDM Program	1,400,000
1.5 Percent Annual Transit Service Increase	3,000,000
ECO Clearinghouse	94,000
SMART TDM Program	110,000
Transportation Management Associations	500,000
Transit Choices for Livability (TCL)	2,900,000
Region 2040 Initiatives	500,000
Regional Freight Program	NA
Regional ITS Arterial Management Program	NA
TOTAL:	\$11,900,000+/-

TPAC observed that some activities identified as programs more clearly meet this definition than others. For instance, the regional ITS "program" is actually composed of a series of distinct projects throughout the region. However, these individual improvements have been planned as a program and the full effectiveness of each single improvement is not achieved unless the entire program is implemented. The Freight Program data collection initiatives improve forecasting but are also needed to maintain data systems previously installed. In contrast, the Regional TDM program provides a set of services to regional employers. Without continued funding, the services will no longer be available in the region.

TPAC recommends a “front-end” process that will evaluate effectiveness of these programs and decide appropriate levels of continuation funding, if any. If funding is continued for each program at the two-year levels approved in the last years of the current MTIP, available revenue would be drawn down in excess of \$12 million, leaving approximately \$7 million for new initiatives.¹

New Initiatives

TPAC has not yet recommended a process for allocating funds that would be left after consideration of program maintenance. Rather, several different approaches were discussed for JPACT consideration and eventual public comment.

a. Priorities 2000 “150 Percent Cut List”

During the last update, JPACT selected projects to fund from a list of projects whose cumulative costs equaled 150 percent of available revenue. The remnant list of projects and project phases that were not selected totaled nearly \$40 million. Some of these “leftovers” represented the top ranked projects within various of the modal categories (e.g., Boulevard, Bike/Trail, Pedestrian, etc.). In order to minimize energy spent both by Metro and by local government, in preparing and responding to a wholly new project solicitation, ranking and selection process, TPAC gave qualified endorsement to limiting candidate projects in the current update to those on the Priorities 2000 “Cut List.” The draft “Cut List” is included as Attachment 3.²

b. Fund A Few of “Big” Projects

Assuming that some continuation of program funding is recommended, and that only some \$7 to \$12 million is available for allocation to new initiatives, it was suggested that the region might be able to select one or more “large” projects to fund. Some suggested projects on the state highway/freeway system as suitable, while others observed that numerous non-state arterial projects could be selected. The political viability of this option was questioned rather severely, both with respect to geographic equity and modal balance. It was also observed, that these regional flexible funds are some of the only funds available to address non-state system needs,

¹ The 1.5 percent annual transit service increase “program” is a transportation control measure contained in the region’s ozone and carbon monoxide maintenance plans. The \$3 million figure shown reflects the general rule that a \$1 million transit capital increase generates roughly a one percent service hour increase. The TCM applies through 2006 and a 1.5 percent annual transit capital increase is assumed in the financially constrained RTP system through 2020. At this time it is unclear whether the region’s past transit allocations have already addressed the TCM through 2005, so the figure of \$3 million should be viewed as a placeholder for research and consideration of this issue.

² The Draft “Cut List” requires updating to reflect additional phases of projects for which only preliminary engineering was requested and funded in the Priorities 2000 Update. For instance, PE funding was approved for improvement of Farmington Road from Murray to Hocken. Since no right of way or construction funds were requested, these phases are not reflected in the “Cut List” of projects, but would be eligible for consideration in the current update. Several other projects also meet this criteria.

whereas a great deal of funding controlled by ODOT is already dedicated to maintaining and improving the system of state highways and freeways in the region.

c. Increased Program Funding.

Rather than select any set of construction projects, it was observed that increasing funding for one or more of the current regional programs might best address the twin conflicts of assuring geographic and modal equity with limited funds. In particular increasing support for transit, TDM and the regional ITS programs were seen as a way to achieve good return on limited investments and to spread benefits evenly throughout the region.

d. Delay Allocation.

With some qualifications, the Region could choose to not allocate funds until the next update. Upon review, it is likely that some programs will merit continued funding, and this would commit some funds in FY 04 and FY 05. However, the over-programming intentionally contained in the current MTIP will largely absorb the newly available FY 04 funds. Therefore, with only minimal allocations, the Region could submit a full three year program for federal review and delay the bulk of the update decisions until consideration of the FY 04-07 update, which would address unallocated FY 04 and FY 05 funds and newly available FY 06-07 funds. The added benefit of this approach is that the region would be dealing with much more definitive revenue projections, as the new federal transportation act would be nearing final approval by Congress. However, it would not give very much lead time for preliminary engineering of projects which could make timely obligation of construction funds difficult in the program out-years.

Attachment 1

**OVERVIEW OF FY 04 - 05 FUNDS
AVAILABLE FOR ALLOCATION TO NEW PROJECTS
IN THE FY 02 - 05 MTIP/STIP UPDATE**

The Oregon Transportation Commission has authorized programming of an FY 2002 - 2005 STIP Update. Metro will initiate simultaneous update of the Metropolitan TIP for allocation of Regional STP and Congestion Mitigation and Air Quality funds (CMAQ) for obligation within the urban portions of Region 1. The OTC has authorized programming in FY 04 and FY 05 at levels equal to FY 03, plus inflation.

The region's TEA-21 authorization of STP funds in FY 03 was:	\$14,762,000
The region's TEA-21 authorization of CMAQ funds in FY 03 was:	\$9,471,000
Total:	\$24,233,000
Two years' authorization at 3 percent annual inflation:	\$50,669,000

Several costs will reduce funding available for programming in the region. The major cost that must be addressed is the "built in" overprogramming in FY 00 - FY 03 that resulted from the region's decision to approve projects equal to 100 percent of the funds authorized in TEA-21. Each year, the region's ability to obligate funds is typically constrained to 90 percent of the funds appropriated. The region programmed about \$97.098 million of projects in the FY 00 - 03 MTIP. Therefore, about \$9.710 of new funds must be dedicated to the projects that are expected to slip to FY 04 and 05.

	-\$9,710,000
Approximate Balance:	\$40,959,000

Metro did not account for reduction of obligation limitation resulting from statewide takedowns to support such projects as the Cascadia Rail initiative, TGM grant program, Youth Corps and other miscellaneous projects. This reduces program funding by about \$10 million.

	-\$10,000,000
Approximate Balance:	\$30,959,000

The region has committed \$55 million of STP funds for support of the Interstate MAX Extension. The two year portion of this commitment equals \$12 million.

	-\$12,000,000
Approximate Balance:	\$18,959,000

Kick-off of transportation funding decisions for projects in 2002-2005

Mid-September is the start-up of a proposed public process to allocate and distribute federal funds for selected transportation projects around the region. An estimated \$19 million is expected to be available to allocate to a variety of transportation needs. The projects include bridge repairs, sidewalks and bicycle lanes, freight access, transit and road improvements and more.

The *tentative* schedule of meetings and hearings is as follows:

Develop and approve funding allocation process

Sept. 25	Kick-off notice
Nov. 10	Release process description and list of projects
Dec. 5	Public hearing on funding allocation process
Dec. 14	JPACT and Metro Council action on process

Develop and approve transportation funding priorities list

Mid-Feb. to mid-March
Public comment period on list of priorities

March
Workshops and public comment meetings (TBA)

March/April
Public hearings and JPACT/Council final action

July/August
Submit to Oregon Transportation Commission

More detailed information will be mailed prior to public meetings and hearings. Check the transportation hotline, (503) 797-1900, option 3 or the Metro web site at www.metro-region.org

**2000 M UPDATE
UNFUNDED REQUESTS**

Rank		A. Planning		Rank		B. Road Modernization		Rank		C. Road Reconstruction		Rank		D. Bridge	
		Amount				Amount				Amount				Amount	
		Residual Unfunded Requests				Residual Unfunded Requests				Residual Unfunded Requests				Residual Unfunded Requests	
NA		Green Streets Handbook	\$0.090	4	MM7	Gresham/Mult. Co. ITS	\$1,000	2	PR3	NW 23rd/Burnside/Lovejoy	\$0.825	2	PBR3	Broadway Brdg Deck Rehab	\$3,651
NA		I-5 Trade Corridor Study	0.250	4	MM7	Gresham/Mult. Co. ITS	0.500	3	PR5	SE Holgate: 42nd/52nd	0.797				
NA		Reg. Freight Prog. Analysis	0.050	5	CM7	Clack. Co. ITS/ATMS	0.625								
				11	WM19	Greenbrg Rd: Wash Sq/ Tiedeman (RW/Partial Con)	0.774								
				12	MM3	223rd O'Xing (RW)	0.149								
				16	WM17	I-5/Nyberg Interchange (RW/Con)	0.783								
				19	WM13	SE 10th: E Main/SE Baseline RW	0.495								
				43	WM2	Murray Ext: Scholls/Walnut PE/RW	1.707								
		Proposed Total:	\$0.390			Proposed Total:	\$6.033			Proposed Total:	\$1.622			Proposed Total:	\$3.651
		Residual Unfunded Requests				Residual Unfunded Requests				Residual Unfunded Requests				Residual Unfunded Requests	
2	PF7	Marine Dr: BNSF O'Xing (PE)	\$1,294	1	MBL1	Division: Cleveland/Birdsdale	\$0,289	1	WP2	Milikan Way: Murray/Hocken	\$0,224	1	PBI1	Morrison Br. Ped/Bike Access.	\$1,470
				3	MBL2	Stark St	0,800	7	PBI7	E. Bank Riverfront Access	0,340	2	CB13	Phillip Creek Greenway Trail (Con)	0,266
				5	PBL2	Gateway Reg. Cntr	1,000					12	PB13	Marine Dr. Multi-use Trail Segments (Con)	0,500
				9	WBL1	Cornell: Trail Av/Saltman Rd	1,800					14	WB110	Fanno Crk Trail Phase 2 (Con)	0,852
				10	CBL4	A Ave Improvement (L.O.)	2,700					15	MB11	Gresham/Fairview Trail (Con)	0,852
				12	CBL2	Willamette Dr.: "A" S/McKillican	0,900					18	PBI2	Peninsula Crossing Trail- Ph. 2	0,359
				14	WBL6	Hall Blvd: Cedar Hills/Hocken	2,000					18	CB12	Will. Shoreline Bike Study	0,150
				15	WBL2	Main St: 10th/20th (Cornelius)	0,500					27	PBI6b	E. Bank Trail - Phase 2 (Con)	0,471
		Proposed Total:	\$1,294			Proposed Total:	\$9,989			Proposed Total:	\$0,564			Proposed Total:	\$4,920
		Residual Unfunded Requests				Residual Unfunded Requests				Residual Unfunded Requests				Residual Unfunded Requests	
5	TDM5	TMA Assist Program	NA	1	RTOD1	Metro TOD Program	NA	2	WTR2	Wash. Co. Bus Stop Enhancements	\$0,675	1		Pioneer Crtr House Renovation	NA
6	TDM4	Region 2040 Initiatives	NA	2	PTOD2	N. Macadam Dist Streets	1,500	3	RTR2	Service Increase for Reg/T.C. TCL	NA				
								4	CTR2	Will. Shoreline Trestle/Track Repair	0,397				
								6	CTR1	SMART (Wilsonv'l) Transit Cntr/P&R	1,172				
		Proposed Total:	\$0,000			Proposed Total:	\$1,500			Proposed Total:	\$8,869			Proposed Total:	\$0,000

Total of Residual Unfunded Requests from the 150 percent "cut" list during the FY 2000 MTIP Update: **\$38,832**

Subtotal of Residual Unfunded Requests that received allocation for a first phase or incremental program implementation in the last update: **\$14,008**

NOTE: Bold projects received initial phase/partial program implementation funding in the FY 2000 MTIP Update.



October 18, 2000

Councilor Jon Kvistad
Chair
Joint Policy Advisory Committee
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2730

Dear Councilor Kvistad:

In October 1999, the Metro Joint Policy Advisory Committee on Transportation (JPACT) endorsed the Columbia River channel deepening project subject to environmental approvals. The Port deeply appreciates JPACT's recognition of what channel deepening means for the region's transportation system and economy. This letter is to bring you up-to-date on the status of the project.

Biological Opinion

The Columbia River channel deepening project reached a major milestone in December 1999 when the National Marine Fisheries Service (NMFS) issued a no-jeopardy Biological Opinion, stating that the project will not jeopardize endangered salmon or their habitat. This step allowed the U.S. Army Chief of Engineers to send his report to Congress, satisfying one of the few remaining contingencies for completion of the Congressional authorization process.

Accompanying the biological opinion was a commitment by the U.S. Army Corps of Engineers (Corps) to pursue implementation of a comprehensive estuary restoration project in the Columbia River estuary. This is beyond the mitigation and beyond the restoration projects already included in the project. The Port of Portland has embraced that larger estuary restoration effort and is working to achieve implementation.

In August 2000, NMFS announced its decision to withdraw the Biological Opinion on the project and re-initiate consultation with the Corps because new information has led them to conclude that additional biological analysis is necessary before the channel deepening project proceeds. The Port is concerned about the length of time it may take to conduct new studies. We nonetheless are committed to taking every reasonable measure to ensure the project not only does not jeopardize endangered species, but also aids in the overall fish recovery efforts in the Columbia River Basin.

Water Quality Certification

In late September, the Oregon Department of Environmental Quality and the Washington Department of Ecology "denied without prejudice" applications the Corps had filed for water quality certifications on the Columbia River channel deepening project. The Corps had asked the states to certify that the Corps' plan for implementing the project complies with the Clean Water Act. Oregon and Washington were approaching a one-year deadline by which they were required to rule on the Corps' applications.

Given the deadlines imposed by the Clean Water Act on agencies responding to permit applications and the new questions NMFS posed about possible biological impacts, these denials without prejudice were to be expected and are not insurmountable. Under a denial without prejudice, the Corps can resubmit their applications with additional scientific data to address the agencies' remaining questions or concerns. In issuing their denials, the states specifically invited the Corps to submit another application after working with the agencies to resolve their concerns. Both governors expressed their belief that channel deepening is an important economic project and commented that they and their agencies will work collaboratively with the Corps and project sponsors to resolve those remaining environmental issues.

NMFS and the Corps have begun discussions on how the new Biological Opinion for the Columbia River deepening project will be prepared. Once they agree on the scope of work that will be done in the course of developing the new Biological Opinion, the Corps should know more about how it can resolve the states' concerns. The Port plans to take an active role in these discussions to ensure studies adequately address concerns and result in a thorough, timely and scientifically valid Biological Opinion as well as water quality certifications.

Funding

In September 2000, Congress approved \$4.5 million for construction of the ecosystem restoration portion of the channel deepening project. This funding will restore approximately 1,250 acres of wildlife habitat at Shillapoo Lake near Vancouver, Washington; improve tide gates on 38 miles of spawning streams in the Lower Columbia River; and enhance circulation for migrating salmonids in certain shallow water areas. This work will not proceed until all environmental approvals are in place.

Of the required \$55.4 million in non-federal construction match from Oregon and Washington, \$20 million dollars is in place. Sponsoring ports intend to seek the remaining state matching funds from the Oregon and Washington beginning in January 2001.

The Columbia River channel deepening is critical to Oregon businesses' ability to compete in the global marketplace. The Port and other co-sponsors remain committed to making this a project that not only enhances the state's economic standing, but also adheres to strict environmental guidelines and goals and achieves environmental gains.

Councilor Jon Kvistad
Page 3
October 18, 2000

We will keep you informed as we work with the Corps, NMFS, and the states toward a new Biological Opinion and the states' water quality certifications. Please give me a call if you have any questions about this or other Port issues.

Yours very truly,

A handwritten signature in cursive script, appearing to read "David Lohme".

for
Mike Thorne
Executive Director

c: JPACT Members
Andy Cotugno



METRO

September 14, 2000

Honorable Ron Wyden
U.S. Senator
700 NE Multnomah St., Suite 405
Portland, OR 97232

Dear Senator Wyden:

Your office has recently established an Amtrak Task Force to examine passenger rail service issues in Oregon. It is my understanding that this group will be meeting on September 15 in Salem to examine issues related to the reestablishment of the former Amtrak Pioneer line to provide passenger service between Portland and Boise.

At its September 14 meeting, the Joint Policy Advisory Committee on Transportation (JPACT) voted to have this letter drafted in support of the reinstatement of this service. The Pioneer would offer a vital transportation link between Portland and the growing communities of the Columbia Gorge and northeast Oregon and support the state's economic development efforts in these areas. The elected officials and agency representatives on JPACT stand ready to assist you in examining and overcoming any barriers to restoring the Pioneer line.

Please feel free to share this letter with the members of your task force.


Sincerely,

A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in black ink and is positioned above the printed name.

Jon Kvistad
Metro Councilor and JPACT Chair



METRO

Date: September 25, 2000
To: JPACT
From:  Andrew C. Cotugno, Director
Transportation and Growth Management Services Departments
Re: JPACT Meetings for Calendar Year 2001

Please mark your calendar for the following JPACT meeting times scheduled during calendar year 2001 in Metro conference room 370A & B:

Thursday	January 18	7:30 a.m.
Thursday	February 8	7:30 a.m.
Thursday	March 8	7:30 a.m.
Thursday	April 12	7:30 a.m.
Thursday	May 10	7:30 a.m.
Thursday	June 14	7:30 a.m.
Thursday	July 12	7:30 a.m.
Thursday	August 9 (likely cancellation)	7:30 a.m.
Thursday	September 13	7:30 a.m.
Thursday	October 11	7:30 a.m.
Thursday	November 8	7:30 a.m.
Thursday	December 13	7:30 a.m.

COMMITTEE TITLE JPACT

DATE 10-19-00

NAME

AFFILIATION

ROB DRAKE

CITIES OF WASH. CO.

ED. WASHINGTON

METRO

CHARLIE HALE

Portland

Andy Coppen
KISTAC

Metro

Red Morrow

Metro Council

Bill Kennington

CLACKAMAS Co

FRED HANSEN

TRI-MET

ROY ROGERS

WASHINGTON Co.

Dave Lehman

Port of Portland

CRAIG PRIDEMORE

CLARK Co.

Amette Liebe

DEQ

Mary Leguy

WSDOT

R. S. Pallal

VANCOUVER

KAY VAN SIEKEL

ODOT

Jim Krout

E County 4-cities

Serena Cruz

Multnomah County

KARL RICHIE

C³

COMMITTEE TITLE JPACT

DATE 10-19-00

NAME

AFFILIATION

Tony Mendoza

Tri-Met

Mike Hoffmann

Metro

DAVE Williams

ODOT

Phil Selinger

TRI-MET

Chris Deffebach

Metro

Karen Schilling

Multnomah County

Dean Lookingbill

PTC

THAYER DORRBAUGH

CITY of VANCOUVER

John Houser

Metro

GARY KATSON

TPAC - Citizen Rep

Masha Bennett

Milwaukie

Ron Papsdorf

Gresham

Cities of Multnomah Co.

Ross Williams

CST/CLF

Tom MARKGRAF

Congressman Earl Blumenauer

STEPHEN LASHBROOK

CITY OF WILSONVILLE

lashbrook@ci.wilsonville.or.us

Rick [Signature]

Metro