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## Meeting Notes 2001-12-13

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A G E N D A

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**METRO**

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

**DATE:** December 13, 2001

**DAY:** Thursday

**TIME:** 7:30 a.m.

**PLACE:** Metro Conference Room 370A and B

1. Call to Order and Declaration of a Quorum.
2. Citizen communications to JPACT on non-agenda items
- \*3. Minutes of November 1, 2001 meeting – APPROVAL REQUESTED
4. I-5 Transportation and Trade Partnership – Informational – Kate Deane, ODOT
5. Oregon Transportation Investment Act – HB 2142 – Informational – Dave Williams, ODOT
6. Clackamas County Transportation Funding Initiative – Informational – Cam Gilmour
7. Federal Priorities Paper – Informational – Andy Cotugno  
*Is there a hand-out? Dave Williams -*
8. Adjourn

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\* Material available electronically. Please call 503-797-1916 for a paper copy.

\*\* Not all material on this agenda item is available electronically.

**All material will be available at the meeting.**

Advisory Committee on Transportation (JPACT)

November 1, 2001

Meeting Notes

MEMBERS PRESENT

Rod Monroe, Chair  
Rod Park  
Bill Kennemer  
Fred Hansen  
Rex Burkholder  
Craig Pridemore  
Karl Rohde  
Kay Van Sickel  
Larry Haverkamp  
Royce Pollard  
Maria Rojo de Steffey  
Robert Drake  
Bill Wyatt  
Roy Rogers  
Stephanie Hallock  
Vera Katz, alternate  
Neil McFarlane, alternate

AFFILIATION

Metro  
Metro  
Clackamas County  
Tri-Met  
Metro  
Clark County  
City of Lake Oswego, representing Cities of Clackamas Co.  
Oregon Department of Transportation (ODOT) – Region 1  
City of Gresham, Representing Cities of Multnomah Co.  
City of Vancouver  
Multnomah County  
Beaverton, representing Cities of Washington Co.  
Port of Portland  
Washington County  
Oregon Dept. of Environmental Quality  
City of Portland  
Tri-Met

GUESTS PRESENT

Lynn Peterson  
Robin Roberts  
Ron Papsdorf  
Nancy Kraushaar  
Ross Williams  
Deb Wallace  
Clark Berry  
Danielle Cowan  
Shelly Romero  
Brian Newman  
Linda Floyd  
Charlotte Lehan  
Mike McKillip  
Betty Atteberry  
Dean Lookingbill  
Kathy Lehtola  
Lou Ogden  
John Rist  
Karen Schilling  
Gail Achterman  
Dave Williams  
Bill Stewart

AFFILIATION

Tri-Met  
Governor's Office  
City of Gresham  
City of Oregon City  
CST/CLF  
Washington State Department of Transportation  
Washington County  
City of Wilsonville  
Multnomah County  
City of Milwaukie  
City of Wilsonville/SMART  
City of Wilsonville  
City of Tualatin  
Westside Economic Alliance  
RTC  
Washington County  
City of Tualatin  
Clackamas County  
Multnomah County  
Oregon Transportation Commission  
Oregon Department of Transportation (ODOT – Region 1)  
The Oregonian

Dave Lohman	Port of Portland
Susie Lahsene	Port of Portland
Dick Steinbrugge	City of Portland
John Morgan	City of Wilsonville
Connie Kratovil	Parsons Brinckerhoff
Bernie Bottomly	Tri-Met
Josh Alpert	Charlie Hale's Office
John Gillam	City of Portland
Robin Katz	Port of Portland
Thayer Rorabaugh	City of Vancouver
Dennis Lively	City of Milwaukie
Gary Katsion	Kittelson & Associates, Inc.
Ed Abrahamson	Multnomah County

STAFF

Andy Cotugno	Mike Hoglund
Richard Brandman	Ross Roberts
Bridget Wieghart	Renee Castilla
Francine Floyd	

SUMMARY

The meeting was called to order and a quorum declared by Chairman Rod Monroe at 7:35am.

CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were no citizen communications.

MEETING REPORT

Action taken: Bill Wyatt motioned and seconded by Karl Rohde to approve the October 4, 2001 JPACT meeting notes. The motion unanimously passed.

SOUTH CORRIDOR UPDATE

Richard Brandman explained that the South Corridor (SC) Policy Group had gone through an alternatives analysis and looked at a variety of measures including busways, high occupancy vehicle lanes, commuter rail, river transit and bus rapid transit. Everything option was looked at but light-rail because as they were going through this process they had made a determination, based on the 1998 vote and subsequent public listening posts, that light rail was not going to be a project they would proceed with in this corridor. They completed the alternatives analysis process and are now initiating a supplemental draft environmental impact statement. The draft is a federal document and they hope to have it completed next fall. They are trying to develop a project in time for the next federal re-authorization, which is in October of 2003. He stated that the Policy Group is in development of a finance plan. He thanked the JPACT committee for the \$4 million dollars that they received through the

MTIP process and explained that the money will assist them in completing the environmental impact statement.

He further stated that the Policy Group added Milwaukie and I-205 light rail options to the study due to the public's request, particularly in S.E. Portland and the City of Milwaukie. The public requested that the Policy Group make these projects cheaper. They asked if Metro could change the alignment, routes, and stations. Also, if there were things that Metro could do that would enable light rail to be significantly less expensive and be able to move forward without a vote? This is what the South Corridor Policy Group is looking at currently.

Mr. Brandman stated that the Policy Group is currently studying several different options and all of those options are equally viable because there is no money that has been defined to build them and all have different costs associated with each of them.

- Portland-Milwaukie segment: Bus Rapid Transit, Busway and Light rail.
- Milwaukie segment: Baseline and Bus Rapid Transit, there has already been a determination that no other high capital cost project makes sense, the result of the technical process as well as the public process.
- Gateway-I-205 segment: Baseline and Light Rail.
- Milwaukie/Clackamas Regional Center: Baseline, Bus Rapid Transit and Busway.

He explained that bus rapid transit is a low capital project that can be implemented to improve the flow of buses through the corridor at a far less cost than most capital projects. The light rail alternatives in this corridor can cost between \$350 to \$400 million dollars. The bus rapid transit projects in this corridor cost between \$65 and \$70 million dollars. Improvements include: time signal system through newer technology, bypass lanes for buses, extended right turn lanes for buses and more park and ride lots. The busway option is designed to try and give some of the benefits that can be obtained from a light rail line at less costs than light rail.

The South Corridor Policy Group has initiated a more grass roots public involvement process for this project than they have had in the past. Prior efforts had large citizen advisory committees. In this effort, local advisory committees in S.E. Portland, Milwaukie and Clackamas Regional Center are looking at very specific issues in each segment of the corridor. This was set up in response to the citizen's request. In the end, all of the information from the public process will go to the Policy Group. From that Policy Committee, the recommendation will be set forth and will go to City Councils in both Portland and Milwaukie, to the County Commission for Clackamas, the Tri-Met Board, and the ODOT Commission. Then, they will make their own recommendation, which will come to the Metro Council where the locally preferred alternative will be adopted. By the time all studies are completed and finalized, this project should be ready for funding by re-authorization in 2003.

Councilor Park stated that the local committees would like not having a bus stop at every corner. How is the Policy Group trying to balance the number of stops against the thoroughfare?

Richard Brandman replied that the number of stops is always an issue and they are looking at dense urban areas, the stops at ½ mile intervals.

Fred Hansen stated that for light-rail, people will walk farther. For buses, they prefer stops at ¼ mile intervals.

Karl Rohde asked Mr. Brandman what is being discussed to achieve the local match?

Richard Brandman replied that the Policy Group is looking at a variety of funds, and will be looking at different alternatives.

Mayor Katz suggested to Mr. Brandman that the Policy Group include the Gateway and Lents Urban Renewal Citizen Advisory Committee. Richard Brandman replied that they have contacted them and they are involved.

**OREGON TRANSPORTATION INVESTMENT ACT (HB 2142) RECOMMENDATIONS – ACTION REQUESTED**

Dave Williams went through the points on the memo from Kan Van Sickel to Rod Monroe, Chair of JPACT, subject line OTIA Priority Funding.

- 1) ODOT has evaluated all submitted project applications, ranked them according to adopted criteria and evaluation factors and provided them to JPACT.
- 2) Region 1 extends beyond Metro’s boundaries to include a portion of NWACTION and some rural areas including Hood River County.
- 3) OTC is sub-allocating the \$200 million portion of the package: \$120 million for bridges, \$60 million for preservation and \$20 million non-allocated to be divided at a later date among the programs.
- 4) The OTC and ODOT must meet the legislature’s intent when choosing projects and allocating money. ODOT supports the inclusion of two JPACT “priority” projects including US 26/Hwy 217 to Camelot and the East Columbia Blvd. – Lombard St. Connector. In addition, ODOT supports the inclusion of the Jackson School Road Interchange.
- 5) A “B” list of projects developed through ODOT ranking include:
  - US 26: Murray Blvd – Cornell Rd.
  - I-5/Nyberg Interchange widening
  - Powell Blvd: 174<sup>th</sup> to Burnside
  - US 26/NW Cornelius Pass Rd Interchange
  - Murray Blvd. Extension: Scholls Ferry Rd – Barrows Rd.
  - S. Leg of SW 208<sup>th</sup>/Hwy 8 Intersection
  - Sunnyside Rd: 122<sup>nd</sup> to 172<sup>nd</sup>
  - Boeckman Rd – Tooze Rd Connection

Vince Chiotti, Chair of the Metro/Hood River Regional Community Solutions Team and Robyn Roberts of the Governor’s Office addressed their memo to JPACT regarding HB 2142 Modernization Projects. They stated that the Metro/Hood River Regional CST is generally satisfied with ODOT’s application o

the criteria and evaluation factors. They stated that they feel the I-5/Victory Blvd./Lombard Project should await completion of development of the I-5 Trade Corridor Plan before it is allocated any funds. They also stated that they feel certain projects may be under evaluated in ODOT's ranking. They include:

- US 26 – Cornelius Pass Interchange
- Sunnyside Extension and Foster/162<sup>nd</sup> Intersection
- Boeckman Road Extension
- SW Bancroff/Macadam

Councilor Park asked what are some of the projects Region 1 is looking at that are outside Metro's boundaries. Robyn Roberts stated that those projects include:

- Improvement at 213 and 211 in rural Clackamas County
- Signal project in Sandy
- 2 Safety/Signal Light Projects in Hood River County
- Pedestrian Park in Columbia County
- Interchange improvement at Glencoe Road
- Bridge in Hood River County
- Safety Issue at Jackson School Road Crossing on US 26.

Councilor Monroe noted that Jackson School Road Crossing is outside of this jurisdiction.

Andy Cotugno stated that the memo regarding "Oregon Transportation Investment Act Recommendations" has been revised because the Broadway Bridge amount was listed as \$.29 million when it should read \$2.9 million.

He also explained the statewide funding programs, which established:

- \$200 million for Lane Capacity and Interchange projects, of which \$70 million is targeted for ODOT Region 1.
- \$120 million for Bridge projects of which 73% (\$87.6 million) is targeted for ODOT bridges and 27% (\$32.4 million) is intended for local government bridges statewide based upon the state bridge ranking system.
- \$60 million for Pavement Preservation projects, of which \$21 million is targeted for ODOT Region 1.
- \$20 million uncommitted, at the discretion of the Oregon Transportation Commission.

Andy Cotugno then explained that the projects included in this memo were the projects TPAC recommended for funding. He also stated that Region 1 is not receiving its equitable share of funding due to high priority for upgrading deficient bridges outside Region 1, principally on the interstate system. He stated that currently, Region 1 stands to gain about 26% of the funding. Depending on what indicator is used, Region 1 should be between 30-45%. Therefore, he explained that TPAC would like to see some of the projects receive additional funding from the discretionary fund of \$20 million. TPAC also included those projects that are the next on the list but did not get funded, for example, Boeckman Road (Wilsonville) and Sunnyside Road to 152<sup>nd</sup> Ave. (Clackamas County). He emphasized that by

allocating funds from the discretionary fund it would result in Region 1 receiving more funds, but still well below its equitable share. He also explained that the projects in this memo are in the ranking by technical order not by prioritization of importance so obviously the ranking could change.

Karl Rhode asked what is the normal percentage if they reflect regional equity?

Andy Cotugno replied that the equity share that is being used for the modernization and preservation category is 35% and this is derived by the average of five indicators. These include population, the number of registered vehicles, gas tax, truck tax, and one other. Thirty five percent is the average amongst all of those indicators. The bridge portion is very heavily weighted in one direction, there is no target, and that is why Region 1 received \$0 out of the state bridge category. The emphasis is on I-5 and I-84 where load limits are having significant impact on bridges. A large majority of trucks come out of this region and get impacted by those load limits.

Karl Rhode stated that he has been working with this organization for 4 years and it seems that there is always a prior commitment need for Highway 26. Is this the last project for Highway 26?

Andy Cotugno stated that this is not the last project for Highway 26. The EIS for westside light-rail/highway project defines what was committed to and this project is one of the phases of that project. The last project that remains unfunded is the section of Highway 217 from Sunset down to Beaverton, which is still outstanding. There are remaining Sunset highway projects that are in the mix but they are not part of that past commitment. The reference to US 26 to Cornell funded PE out of MTIP and was funded based on merits not based upon past commitment.

Rod Monroe asked why does the documents state that there is a zero interchange bridge problem in our area, but there was a news article recently that stated they are reverting heavier trucks around Mt. Hood to avoid the Troutdale Bridge westbound.

Kay Van Sickle replied that there are two bridges in Region 1, which pose a problem right now. There is one in Troutdale (Highway 84 westbound) and one in Hood River. ODOT is currently in the process of preparing an estimate for those repairs.

Roy Rogers addressed the committee and asked them to look at Andy's memo, item C, the first priority list. He stated that it appears that Washington County is well represented, but he feels that it is somewhat of a misnomer. If the JPACT members were to talk to Washington County's Cities and constituents they would hear that those are regional projects and not necessarily the highest priority for Washington County voters.

He also stated that in regards to the US 26/217 Highway project, it has been a long standing project in this region and serves Multnomah County as well as the City of Portland, probably as much as it does Washington County. He emphasized to the committee that there couldn't be an argument that regional facilities are only the responsibility of one county. He said that if Washington County were to prioritize their projects they would go and pick a number of projects that are not being funded and that affect this region significantly. In terms of dollars for importance, i.e. meaning Intel and others, he stated that JPACT cannot stop accommodating their growth needs or frankly those companies will choose not to remain in this area. He also wanted to draw some sensitivity to Clackamas County, the 2<sup>nd</sup> bullet wher



it is stated that they are severely under-represented. He said that Washington County will agree that Clackamas County has been under-represented for a long time and would encourage the expenditure of funds there, but it is somewhat politically difficult, when Washington County has a number of projects prioritized for funding that were not necessarily the picks they wanted.

Larry Haverkamp asked if JPACT is going to want a joint resolution on the entire package or an endorsement on a piece meal basis?

Chair Monroe replied that the package before JPACT could either be adopted or amended and then adopted but there must be some action taken.

Larry Haverkamp stated that some of these projects have been very highly ranked within the previous month or so, for example the modernization projects. He would like some justification from JPACT that these jobs that were highly ranked receive high consideration during the next round of any type funding.

Chair Monroe replied that JPACT is dealing with one time state money and the first state money that JPACT has had in a decade and he doesn't know if there will be more money but he is thankful to the 2001 Legislature. He also emphasized that JPACT must be very cautious in selecting projects that will meet legislative criteria. The projects must be ready to start, be able to be built in a short time, come in on budget and make a difference that is visible to the public. There are a number of projects that cannot be funded due to the limitations on this money.

Andy Cotugno stated that every person on the JPACT committee could make a motion on what the next priorities are to be. Since there is already a motion in place that says that Delta Park is a high priority project for JPACT and there are outstanding issues on Sunrise Corridor and Powell Blvd. He would suggest there be a future agenda to define how priorities are chosen and suggest that there be categories begun for the next priorities. There are categories that should be the focus of ODOT and there are projects that should be the focus of the freeway systems. JPACT has a set priority for light rail corridors and there is the question of the arterial system. He further stated that there are different kinds of things that JPACT ought to be re-examining. Particularly how JPACT does the funding allocation process and he proposes starting as soon as this current allocation process is concluded.

Larry Haverkamp stated that this discretion money ought to look at those priorities that will help regional centers, in places where the urban growth boundary is also going to go out. According to the 2040 plan, transportation must be included along with the actual planning of that area. Therefore, those projects should receive a great deal of credit in this discretionary funding.

Rods Monroe stated that there is one other viable funding option for transportation funding. There are ongoing talks with leaders of the business community and others of the possibility of a regional transportation fund. If this is successful then some projects could be funded there.

Fred Hansen asked if the projects listed in the memo in section C3 are in priority order.

Andy Cotugno replied that no they are not in priority order. There is no declared order. They are in the technical ranking order that ODOT presented and TPAC did not re-prioritize them.

Fred Hansen asked if JPACT would rather put those projects in priority order in case OTC does allot some of that discretionary funding to modernization or will that come with the discussion?

Andy Cotugno replied that the recommendations that JPACT has made regarding the discretionary funding to OTC amounts to \$14 million out of the \$20 million available.

Karl Rohde asked what is the process by which JPACT will answer OTC if they request priority of those discretionary funds.

Fred Hansen replied that there would need to be a commitment discussion among the JPACT members.

Lou Ogden stated to the committee that he agrees the projects included on the list. He stated that in conversations he has had with ODOT is that there seems to be a strong predisposition at least from ODOT that they go \$60 million preservation, \$120 bridge and leave the other \$20 million to determine later. However, our understanding that the legislative intent was that no more than 50% of the money be spent in modernization, which is the \$200 million number which sorts the other \$200 million in preservation and bridge. Andy Cotugno asked ODOT to respond.

Kay Van Sickle replied that they are looking at preservation and bridge as a way to gain statewide equity. There is a tremendous need to have in this state for bridge requirements. In that discussion that is where the shift has gone as far as the \$120 million and \$60 million. The discussion on the remaining \$20 million is where can that money be shifted in that area (bridge and preservation.)

Gail Achterman stated that it is OTC's understanding that the legislative intent was that it wanted 50 percent of the money to go to modernization and 50 percent to bridge and preservation. OTC did the fund allocations consistent with what they understood to be the legislative intent and what is consistent with the Oregon Highway Plan, which puts a higher priority on preservation and a lower priority on modernization. If OTC followed the OHP to the letter, than all \$400 million would be placed into preservation projects. But the legislature wanted 50 percent of that money to go to modernization as well. Therefore, she believes it will be difficult to allocate any of \$20 million discretionary money to modernization projects but she agrees with Dave Williams that the presentation made to OTC is very helpful to them in determining the overall balance of funding allocations.

Bill Kennemer addressed concerns he has regarding the importance of JPACT's strong support to lobby other efforts regarding discretionary funds. He is pleased about the discussion regarding regional equity, which is a requirement of the bill, and also about the basic fairness issues. He did however state that there needs to be talk about equity within the region. He appreciates Roy Rogers' comments regarding Washington County and that it is not quite what he would have allocated. He commented that when looking at the base amounts, 44.4 percent goes to Washington County and its cities, the City of Portland gets 11.8 percent, Multnomah County gets 28.4 percent and Clackamas County gets 15.1 percent, which he stated is hardly equitable. He also emphasized that Clackamas County's infrastructure is in need of improvement. He also stated that when there is talk about future growth it is projected to go to Clackamas County. He emphasized to the committee that there needs to be regional and statewide support. The discretionary funds do help move Clackamas County up to 21 percent but it doesn't fund Sunnyside Road out to the urban growth area. Mr. Kennemer informed the JPACT members that Clackamas County has \$23 million available that can be used, therefore, Clackamas County has

overmatched the \$21 million requested on Sunnyside Road. He also wanted to point out to the committee that they are the only jurisdiction that received less than 100 percent on any given project. For example, the \$21 million request for Sunnyside road, only \$4.5 million was allocated. He would like to see a very strong and united effort for discretionary funds, which will move JPACT in the right direction.

Karl Rohde addressed his concerns with the OTC comments with regards to how the discretionary funds will be reviewed. He stated that his earlier question, how JPACT will respond to a request to prioritize amongst the two projects on the list that are listed as secondary priorities was never answered. He stated that JPACT should be responsible for making that decision and the recommendation to OTC. He stated that Roy Rogers's comments regarding Washington County should become a matter of record that those issues are of regional concern as opposed to just local concerns. This is a program designed to address capacity issues and modernization issues as insufficient infrastructure and Jackson School Rd is not a project that will significantly address a capacity issue in the region.

Mayor Drake stated that the JPACT members need to be cautious in "questioning" the Jackson School Road project. He stated that he has not always agreed with Representative Starr on every issue but Representative Starr did something that no one would have expected. Representative Bruce was responsible for HB 2142 and if Jackson School Road Project is a project that is important to Representative Starr, then so be it. Mayor Drake stated that the discussion regarding Jackson School Road should be off the table. Secondly, he stated that there are projects that he is broadly supporting even from his county. Beaverton is part of Highway 26, and there are a lot of people going in and out on Highway 26 everyday that are not his constituents and yet Washington county in some ways is certainly a financial bread basket for the region and the state. Those roadways are critical. He would recommend that JPACT take the TPAC recommendation as a starting point and JPACT be mature enough to recognize the job the Transportation Commission has to do. He realizes how critical the bridge problem is in this state. He stated that Oregon is one state. Oregon is rural and urban and he doesn't think that JPACT should feed the urban and rural split that so often permeates what goes on in Salem.

Chair Monroe stated that with the TPAC recommendation, and if JPACT goes through them again, will some of those projects lean toward preservation rather than modernization? Perhaps JPACT should be looking at those projects again as a way to bridge the gap for OTC to be able to fund them under the preservation allocation.

Rex Burkholder stated that he wanted to express his appreciation to ODOT and the legislation for providing this opportunity to the Region. He further stated that JPACT needs to try and balance the Regional needs when looking at funding and how can JPACT can be strategic with that. He stated that JPACT needed to look at the issues of where things are going, where the infrastructure is needed and where economic development is done. This needs to be part of the MTIP discussions.

Bill Kennemer asked for clarification of the motion that is before the JPACT committee. What does the motion do? Chair Monroe replied that it is asking for \$14.297 million from the discretionary fund, \$8.460 million for modernization, \$4.973 million for bridge, and \$.864 million for pavement preservation. It does not distinguish between priorities nor does it distinguish between priorities for Boeckman Road or Sunnyside.

Chair Monroe stated that in the message to OTC, is critical to the overall balance between regions that this Region get beyond 26 percent and up to that 30-31 percent, which is still below this region's equitable factor of 35 percent. He hoped they would look seriously at allocating a portion the \$20 million discretionary fund to this region to bring about that balance. He hopes that the message goes to OTC that if this region ends up at the 26 percent level that JPACT will be very disappointed and will not be able to fund the projects it needs to do for this region.

**ACTION TAKEN:** Robert Drake motioned and seconded by Fred Hansen to approve the TPAC recommendations. The motion unanimously passed.

Maria Rojo de Steffey briefly announced the project they are doing regarding the Broadway bridge, and distributed information regarding the survey they are currently conducting to obtain the public's opinion regarding the closing of that bridge.

Andy Cotugno stated that there is a handout regarding the Economic Stimulus project at the federal level. He stated that the project could be tax-break oriented or it could be infrastructure-investment oriented. This handout is simply a compilation of Metro's assessment of what has been heard from various local governments on what projects could move quickly and go to construction quickly. He stated that JPACT would be kept posted regarding any further developments.

The next meeting is scheduled for Thursday, December 13, 2001.

There being no further business, the meeting was adjourned at 9:16am.

Respectfully submitted,

Renée Castilla

Portland / Vancouver

I-5



Transportation and Trade  
Partnership

# **I-5 Partnership Update**

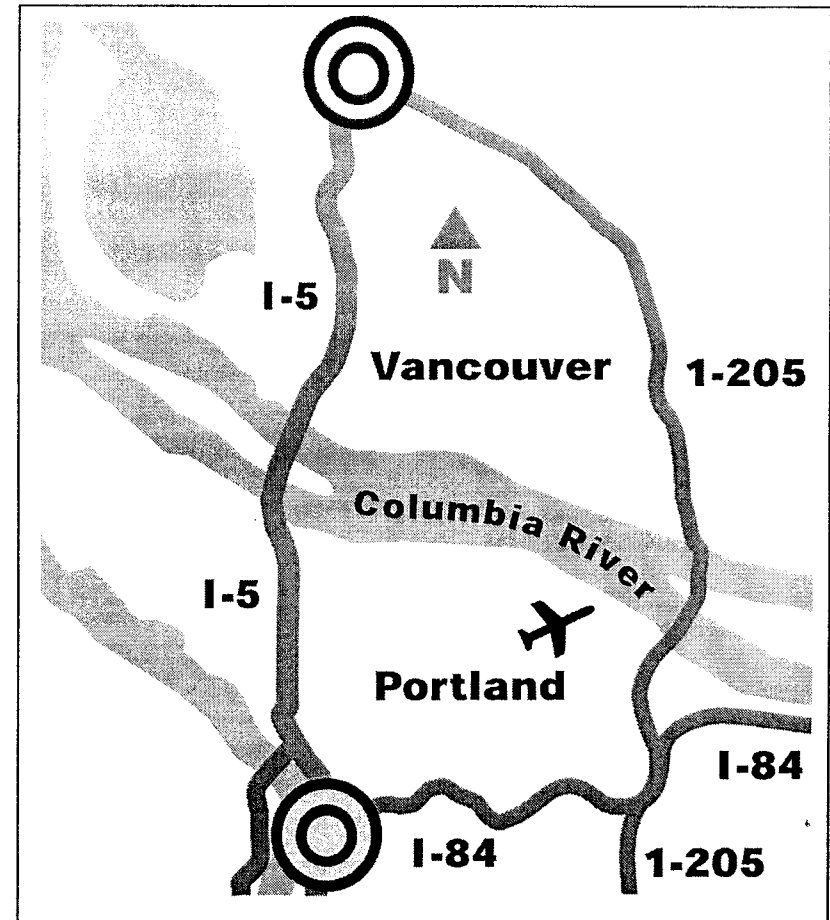
11/29/01

Bi-State Committee

Kate Deane, ODOT Region 1

# Introduction

- Bi-state planning project
- Sponsored by ODOT, WSDOT and FHWA
- Led by a 28-member bi-state Task Force
- Purpose of Project:
  - Develop a strategic plan for I-5 corridor between Portland and Vancouver



# Project Overview/Purpose

- Multi-faceted plan – looking not only at freeway, but also...
  - transit service in the corridor
  - managing demand
  - freight and passenger rail

# Status of Project

- In January a 28-member bi-state task force began its work.
- Members of the committee include elected, business, neighborhood and community representatives.
- The Task Force spent January - June working with the public and one another to determine what improvements should be studied.
- Results are now available.



# Option Packages Evaluated

- Baseline (2020)
- Express Bus/3 Lanes
- LRT/3 Lanes
- Express Bus/4 Lanes
- LRT/4 Lanes
- West Arterial
- Commuter Rail

# Next Steps

## January 2002:

- Public review of draft recommendations
- Bi-State Committee review and comment on draft recommendations
- Task Force adopts draft recommendations

## February - May 2002:

- Plan refinements including additional technical review & developing finance plan

# Next Steps - Continued

## June 2002:

- Public review of draft recommendations
- Task Force adopts final recommendations and strategic plan

## Post 2002:

- Review by JPACT and RTC
- Adoption into Regional Transportation Plans
- EIS if major improvements are recommended



## **“Working Draft Strategic Plan Recommendations for Public Review”**

### **About this Document**

This document is a work-in-progress. It **does not** contain final recommendations. This document **does** contain working draft recommendations in the following areas: Corridor-Wide Freeway Capacity, Transit, River Crossing Capacity, Bridge Influence Area, Spot Improvements, West Arterial and Land Use. Following public input on these working draft recommendations, the Task Force is expected to discuss and adopt **“Draft Strategic Plan Recommendations for the I-5 Corridor”** on January 29, 2001.

This document also highlights areas needing additional work before the Task Force adopts a **“Final Strategic Plan Recommendations for the I-5 Corridor”** in June 2002. Areas for additional work and recommendations include: the bridge and its influence area, land use agreements, transportation demand management (TDM) actions, environmental justice and community enhancements, rail improvements, and a financing and implementation strategy. The Task Force is continuing to work on these areas and will seek public input as they develop additional recommendations.

The **“Final Strategic Plan Recommendations for the I-5 Corridor”** is expected to be adopted by the Task Force in June 2002, following further public input and discussion. The recommendations are expected to be a “package deal.” They will be inter-related and contingent upon each other. The Task Force’s “Final Strategic Plan Recommendations for the I-5 Corridor” will be sent to the Oregon and Washington Transportation Commissions and to the metropolitan planning organizations in Portland and SW Washington for review and potential adoption into their transportation plans. After adoption, the environmental review and project development phase may begin.

### **Introduction: Working Draft Strategic Plan**

The I-5 Partnership brought together Washington and Oregon citizens and leaders to respond to concerns about growing congestion on I-5. Governors Gary Locke and John Kitzhaber have appointed a bi-state Task Force of community, business and elected representatives to develop a Recommended Strategic Plan for the I-5 Corridor between I-84 in Oregon and I-205 in Washington. In developing the strategic plan, the Task Force has been guided by the following Problem, Vision and Values Statement:

#### ***Problem***

The Interstate 5 Corridor is the most critical segment of the regional transportation system in the Portland/Vancouver metropolitan area. The Corridor provides access to many of the Region’s most important industrial sites and port facilities, and is a link to jobs throughout the

Portland/Vancouver Region. Due to infrastructure deficiencies, lack of multi-modal options, land use patterns, and increasing congestion, businesses and individuals experience more frequent and longer delays in the Corridor. Without attention, the Corridor's problems are likely to increase significantly, further impacting the mobility, accessibility, livability and economic promise of the entire Region.

### ***Vision and Values***

This plan is a multi-faceted, integrated plan of transportation policies, capital expenditures, personal and business actions, and incentives to address the future needs of the I-5 Corridor.

The final plan, when implemented, will improve our quality of life by:

- Providing travel mobility, safety, reliability, accessibility and choice of transportation modes for users whether public, private, or commercial and recognizing the varied requirements of local, intra-corridor, and interstate movement;
- Supporting a sound regional economy by addressing the need to move freight efficiently, reliably, and safely through the corridor;
- Supporting a healthy and vibrant land use mix of residential, commercial, industrial, recreational, cultural and historical areas;
- Respecting and protecting natural resources including air quality, wildlife habitat and water resources;
- Supporting balanced achievement of community, neighborhood, and regional goals for growth management, livability, the environment, and a healthy economy with promise for all;
- Distributing fairly the associated benefits and impacts for the region and the neighborhoods adjacent to or affected by the Corridor; and
- Protecting our future with an improved and equitable balance of: livability, mobility, access, public health, environmental stewardship, economic vitality and environmental justice.

## **Overall Recommendation**

Physical improvements in the I-5 Corridor, beyond those already in the region's transportation plans, are warranted and necessary to meet the transportation, economic, and livability needs of the Portland/Vancouver Region. These working draft recommendations are designed to address those needs. The specific plan elements follow.

## **Plan Elements**

### **I. Corridor-Wide Freeway Capacity**

#### **a. Working Draft Recommendation:**

1. The Task Force considered expanding the capacity of the Corridor to 4 through lanes in each direction, but does **not** recommend this option.

## **V. Spot Improvements**

### **a. Working Draft Recommendations:**

1. I-5 should be widened to three through lanes in each direction between the Delta Park and Lombard interchanges in Oregon. This project should go to construction as quickly as possible.
2. The Columbia Blvd. interchange in Oregon should be made into a full interchange (add ramps for southbound traffic to exit at Columbia Blvd. and for northbound traffic to enter the freeway from Columbia Blvd.).
3. Both the Delta Park to Lombard project and the Columbia Blvd. interchange project should be considered for design at the same time. As part of this design effort, there needs to be a phasing and financing plan, with the recognition that the Delta Park project is the first priority.
4. The transportation issues south of the I-5/Fremont Bridge junction must be addressed and solved. The Mayor of Portland, the Governor of the State of Oregon, and JPACT should join together to appoint a group of public and private sector stakeholders to study and make recommendations for long-term transportation solutions for the entire I-5/I-405 freeway loop.

## VI. Land Use

### a. Working Draft Recommendations:

1. To protect existing capacity and support economic development, jurisdictions and agencies in the Corridor need to agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.
2. Before construction of any additional cross-river transportation capacity is initiated in the Corridor, jurisdictions and agencies must have a documented, complementary understanding for a functionally integrated, regional transportation and land use system.

### b. Notes:

1. *The Portland/Vancouver region's transportation and land use systems are integrally related, each impacting and influencing the other.*
2. *Each jurisdiction has the right and responsibility to control its own planning, development and enforcement processes.*
3. *Effectively managing the transportation/land use relationship is critical to: a) efficiently and fairly using transportation capacity, b) supporting each government's adopted growth management plans, and c) preserving and protecting the sizeable public investment in the Region's transportation system.*
4. *As land values in the Corridor increase, especially around interchanges and transit station areas, requests for zone changes are likely. Unless action is taken now, the Corridor's transportation and economic development opportunities will erode, especially with the loss of industrial lands.*

### c. Additional Work (Jan-June 2002):

1. *Prior to June 30, 2002, the Task Force will develop a Model Intergovernmental Agreement (IGA) to preserve the I-5 Corridor's transportation system, especially for trade. The model IGA will focus on protecting the capacity and functionality of interchanges and transit station areas even if no cross-river transportation capacity is added now.*
2. *Prior to June 30, 2002, the Task Force will outline the key elements of Comprehensive Regional Accord to achieve the fundamental goals for a functionally integrated, regional transportation and land use system. As the post-Task Force planning process proceeds, local jurisdictions whose land use decisions may impact the Corridor, will further develop and agree to a workable Accord before new cross-river transportation capacity is added to the Corridor.*

## **VII. Transportation Demand Management/Transportation System Management (TDM/TSM)**

### **a. Working Draft Recommendation:**

1. Transportation demand management and transportation system management actions are important, need to be consistent, and will be made a part of the “Final Strategic Plan Recommendations for the I-5 Corridor.”

### **b. Additional Work (Jan-June 2002):**

1. *The Task Force will develop recommendations by the Spring of 2002 for bi-state TDM/TSM actions to be implemented in the Corridor before new cross-river transportation capacity is added.*
2. *The Task Force will further explore the use of congestion pricing as one of the tools for managing demand.*

## **VIII. Freight and Passenger Rail**

### **a. Additional Work (Jan-June 2002):**

1. *Work is currently underway to identify the capital and operating needs of the freight and passenger rail system. This work is expected to be complete in April 2002.*
2. *As part of the freight and passenger rail analysis, the estimated cost, ridership, and viability of a commuter rail system will be completed, and following public input, discussed by the Task Force.*
3. *The Task Force will develop and recommend a plan for improving Corridor heavy rail in the Spring of 2002 after further public input and discussion.*

## **IX. Environmental Justice and Community Enhancements**

### **a. Additional Work (Jan-June 2002):**

1. *The Task Force recognizes the need to address environmental justice and community concerns resulting from these working draft recommendations. The Task Force directs project staff to: a) continue conducting the environmental justice analysis, b) work with the affected communities to collaboratively explore potential community concerns regarding these working draft recommendations and c) develop measures to address those concern, such as neighborhood connectivity, a community foundation, air quality monitoring, etc. As a part of addressing environmental justice and community enhancements, a plan for addressing the needs of local streets will also be developed.*
2. *The Task Force will develop and recommend a plan based on the environmental justice analysis and community concerns in the Spring of 2002 after further public input and discussion.*



- **Public Open Houses** – to give input on these Working Draft Strategic Plan Recommendations

January 14, 2002

4:30 - 8:00 p.m.

Hudson's Bay High School Commons  
1206 E Reserve St.

**Vancouver**

January 16, 2002

4:30 - 8:00 p.m.

Kaiser Town Hall  
3704 N. Interstate Ave.

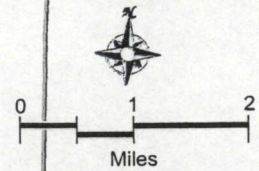
**Portland**

- **Community Forum Meeting** – to give input on these Working Draft Strategic Plan Recommendations
  - January 12, 2002, Vancouver
  - Time and location to be determined.
  - Please check web site at: [www.I-5partnership.com](http://www.I-5partnership.com) or call 1-866-STUDYI-5 for exact time and location (will be determined by 12/14/01).
- **Task Force Meeting** – Adoption of Draft Strategic Plan Recommendations
  - January 29, 2001, Vancouver, Washington.
  - Time and location to be determined.
  - Please check web site at: [www.I-5partnership.com](http://www.I-5partnership.com) or call 1-866-STUDYI-5 for exact time and location (will be determined by 12/14/01).
- **Further Public Input and Task Force Work: February through June 2002**
- **June 2002 - Task Force Adoption of Final Strategic Plan Recommendations**

Working Draft

# Strategic Plan Recommendations for the I-5 Corridor

HOV ... High occupancy vehicle  
 LRT .... Light rail transit  
 NB ..... Northbound  
 SB ..... Southbound



New supplemental bridge and existing bridges result in a total of 5 lanes in each direction: 3 through and 2 auxiliary, HOV, or express lanes, plus LRT across the Columbia River

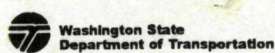
Bridge Influence Area (SR 500 to Columbia Blvd.): Auxiliary, HOV or express lanes, including Vancouver interchange improvements

3 lanes, Delta Park to Lombard St.

Columbia Blvd. ramps: NB on-ramp, SB off-ramp

Also included: Peak-period express bus service as a supplement to LRT, along with increased local bus service

Existing / planned LRT







**METRO**

**- REVISED -**

November 2, 2001

Chair Steven Corey and  
Oregon Transportation Commission Members  
355 Capitol Street, N.E., Room 101  
Salem, OR 97301-3871

*Via Fax: 503-986-3291*

Dear Chair Corey:

***Re: 2001 Oregon Transportation Investment Act (HB 2142); Metro Area Recommended Projects***

The Joint Policy Advisory Committee on Transportation (JPACT) for the Portland Metropolitan Area has now reviewed the candidate metro area project lists related to the 2001 Oregon Transportation Investment Act. This letter provides our recommendations for the Lane Capacity and Interchange projects; recommendations for Bridge projects; and reiterates our previous recommendations for full funding of metro area Preservation projects. We feel it is important that the Commission review our list comprehensively to better understand the needs and equity considerations of the Portland Metropolitan Area.

### ***Background***

Under the process set up by the Oregon Transportation Commission (OTC), the following funding programs were established:

- \$200 million for Lane Capacity and Interchange projects, of which \$70 million is intended for ODOT Region 1.
- \$120 million for Bridge projects of which 73 percent (\$87.6 million) is intended for ODOT bridges and 27 percent (\$32.4 million) is intended for local government bridges statewide based upon the state bridge ranking system.
- \$60 million for Pavement Preservation projects, of which \$21 million is intended for ODOT Region 1.
- \$20 million uncommitted, at the discretion of the OTC.

### **Recommendations**

At our meeting on November 1, 2001, JPACT unanimously recommended the following:

Within the amounts provided, we recommend that the OTC endorse projects in the following categories.

### **Lane Capacity/Interchange Recommendations**

As a First Priority, fund the following project groups:

#### Group 1

Jackson School Rd. Interchange (Washington Co.)	\$ 16.133 million
US 26 – 217 to Camelot (Washington Co.)	\$ 20.599 million
Columbia Blvd./Lombard Connector (Multnomah Co.)	\$ 19.765 million
I-5/Nyberg Interchange (Washington Co.)	\$ 1.172 million
<b>Sub-total:</b>	<b>\$ 57.669 million</b>

#### Group 2

Boeckman Road (Wilsonville)	\$ 7.793 million
Sunnyside Road to 152 <sup>nd</sup> Ave. (Clackamas Co.)	\$ 13.000 million
<b>Sub-Total:</b>	<b>\$ 20.793 million</b>
<b>TOTAL Group 1 &amp; 2</b>	<b>\$ 78.462 million</b>

For a number of reasons, JPACT requests the OTC to provide funding beyond the \$70 million target for lane capacity and interchange projects within Region 1, and the Metro area specifically. While JPACT strongly endorses the Group 1 projects as our top priority, we are as strong in our endorsement for funding of the Boeckman Road and Sunnyside Road projects. Both projects address key state mandates. The Sunnyside project will provide critical arterial-level road infrastructure in to areas that have been added to the Metro Urban Growth Boundary (UGB) or are under consideration for possible addition to the UGB in 2002. UGB decisions in our region have and will follow state requirements to first consider "exception" lands when a need has been determined for UGB expansion. Sunnyside Road serves a significant amount of former exception land now in the UGB and may serve even more land beyond 2002. The road is a key facility to address current mobility needs and future growth in the southeast portion of the metro area.

Boeckman Road is a new facility that will provide critical access to the Dammasch Hospital re-development site. As you know, Dammasch is a state-owned facility and the site will be re-developed consistent with state and regional growth management objectives for complete communities. The Dammasch re-development will represent one of the largest mixed-use development projects in the region's history. In addition, the City of Wilsonville has been a good partner with the state in accommodating the location of the recently opened Coffee Creek Correctional Institute, originally planned for the Dammasch site. Location of the prison and major re-development of Dammasch will fulfill major state objectives. Boeckman Road is needed to meet those objectives.

Funding Sunnyside and Boeckman Roads, in addition to selected Preservation and Bridge needs identified below, would go a long toward providing an equitable share of bond funding for Region 1. Based on the Region 1 targets for Lane Capacity/Interchange and Preservation targets, and

considering the state and local bridge rankings, Region 1 would receive 25.4 percent of the overall program. HB 2142 calls for the overall program to equitably balanced throughout the state. At 25.4 percent, Region 1 is not receiving its equitable share. We outline a more equitable distribution for all the funding categories in the final section of our letter.

Finally, there is an acknowledgement that some smaller projects outside the metropolitan area are within Region 1 will be funded and should be further considered into the Region 1 target.

In sum, JPACT requests the OTC fully allocate the \$70 million targeted to Lane Capacity/Interchange projects to the Group 1 and Group 2 projects identified above. We further request that the OTC commit \$8.46 million from their \$20 million Discretionary Fund to make whole the Boeckman and Sunnyside Road projects.

### ***Pavement Preservation Recommendations***

Last month, JPACT provided our recommendations for the Preservation portion of the OTIA. We reiterate those priorities and request full funding for all projects.

1. Boones Ferry Rd. (Tualatin)	\$ 2.581 million
2. McLoughlin Blvd. (Milwaukie)	\$ 2.000 million
3. Sandy Blvd. (Portland)	\$ 7.902 million
4. Government Camp Loop	\$ .583 million
5. Farmington Rd. (Washington Co.)	\$ 3.688 million
	<b>\$16.754 million</b>

In addition, JPACT requests the OTC to allocate \$4.787 million from their \$20 million Discretionary Fund to fully fund the remaining Region 1 Pavement Preservation Projects, as follows:

1. Farmington Rd. (Washington Co.) – remainder	\$ 1.241 million
2. Sandy Blvd. (Gresham-Multnomah)	\$ 1.346 million
3. TV Highway (Forest Grove)	\$ 2.200 million
<b>TOTAL</b>	<b>\$ 4.787 million</b>

### ***Local Bridge Recommendations***

1. Broadway Bridge (Multnomah Co.)	\$ 7.000 million
2. SW Champlain viaduct (Portland)	\$ .258 million
3. Graves Rd./Mill Creek (Clackamas Co.)	\$ 1.139 million
4. Beaver Creek Bridge (Multnomah Co.)	\$ 1.295 million
5. Corbett Hill Viaduct (Multnomah Co.)	\$ .690 million
6. NE 33 <sup>rd</sup> Ave./Slough Bridge (Portland)	\$ 1.291 million
7. NE 33 <sup>rd</sup> /RR Bridge (Portland)	\$ 3.114 million
<b>TOTAL</b>	<b>\$14.787 million</b>

In addition, JPACT requests the OTC fund four bridge projects for which local match was applied for from the \$20 million Discretionary Fund:

1. Broadway Bridge (Multnomah Co.)	\$ 2.900 million
2. Zigzag River (Clackamas Co.)	\$ .458 million
3. Bybee/McLoughlin Boulevard	\$ .180 million
4. Bybee/SPRR	<u>\$ .180 million</u>
<b>TOTAL</b>	<b>\$ 3.718 million</b>

When the process was established, it allowed local governments to apply for local match on federally funded bridge projects. This was subsequently denied.

Finally under the bridge category, we request the OT fund from their \$20 million Discretionary Fund the next priority project on the Local Bridge priority list:

Minter Bridge Rd./Tualatin River (Washington Co.)	\$ 1.255 million
---	------------------

***Discretionary Fund Recommendations/Equity Considerations***

As noted above, a series of allocations from the \$20 million Discretionary Fund are being sought. They are summarized as follows:

• Pavement Preservation	\$ 4.787 million
• Bridge	\$ 4.973 million
• Modernization	<u>\$ 8.460 million</u>
<b>TOTAL</b>	<b>\$ 18.22 million</b>

With any funds left in the \$20 million Discretionary Fund, consider allocation to the following list:

a) US 26 – Murray to Cornell (Washington Co.)	\$ 2.811 million
b) Powell Blvd. (Gresham)	\$ 5.250 million
c) US 26/Cornelius Pass (Hillsboro)	\$ 2.250 million
d) Murray Extension (Beaverton)	\$ 4.024 million
e) 209 <sup>th</sup> /TV Hwy. (Washington Co.)	\$ .885 million
f) Sunnyside Rd. 152 <sup>nd</sup> to 172 <sup>nd</sup> (Clackamas Co.)	\$ 8.810 million
g) 162 <sup>nd</sup> /Foster (Portland)	<u>\$ 1.500 million</u>
<b>TOTAL</b>	<b>\$ 25.53 million</b>

This is recommended because overall the Bond Program is disproportionately weighted against ODOT Region 1. Assuming the Base Program amounts described above, Region 1 would receive the following amounts:

• Pavement Preservation	\$ 16.754 million
• Local Bridge	\$ 14.787 million
• State Bridge	0
• Modernization	<u>\$ 70.000 million</u>
<b>TOTAL</b>	<b>\$101.541 million</b>

As indicated above, within the current targets for Lane Capacity/Interchange and Preservation targets and the Bridge ranking, the program results in an inequitable share for Region 1. Based upon these Base allocations, Region 1 would receive 25.4 percent of the overall program. HB 2142 calls for the overall program to be equitably balanced throughout the state. At 25.4 percent, Region 1 is not receiving its equitable share. We understand that this is due to the high priority for upgrading deficient bridges outside Region 1, principally on the Interstate System. This request is not intended to suggest that these bridges do not need attention. Rather, that the remaining \$20 million of Discretionary Funds could be used to counterbalance the current inequity. Additional allocations from the Discretionary Fund of \$18.22 million would result in Region 1 receiving \$119.76 million or 30 percent, still well below an equitable share. Further, use of the full \$20 million Discretionary Fund in Region 1 would be justified, resulting in a 30.4 percent share.

In conclusion, we thank you for the opportunity to comment on this important piece of legislation. In addition, we wish to acknowledge the hard work put in by the Commission and ODOT staff, particularly ODOT Region 1 staff, and the Metro Area Community Solutions Team. As a result of that effort, we feel the recommended projects both reflect the legislative intent of HB 2142 and the land use/transportation policy objectives outlined in our 2040 Growth Concept, the Regional Transportation Plan and the Oregon Highway Plan.

Sincerely,



Rod Monroe  
Chair  
Joint Policy Advisory Committee on Transportation

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cc: JPACT Members



# Oregon

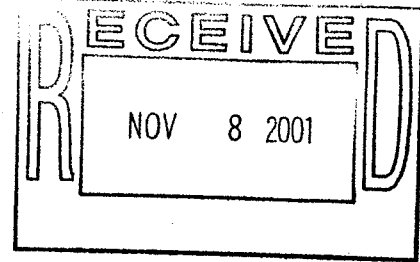
John A. Kitzhaber, M.D., Governor

Department of Transportation  
Office of the Director  
355 Capitol St. NE  
Rm 135  
Salem, Oregon 97301-3871

November 2, 2001

FILE CODE:

Thad Collins, Employee Relations  
United Parcel Service  
6707 North Basin  
Portland, OR 97217



Dear Mr. Collins:

Thank you for writing to the Oregon Transportation Commission to express your views about using Oregon Transportation Investment Act (OTIA) funds in support of the East Columbia – Lombard Connector Project.

The Transportation Commission will rely on the recommendations of regional advisory groups, such as Area Commissions on Transportation, Metropolitan Planning Organizations, and the Joint Policy Advisory Committee on Transportation (JPACT).

I will provide a copy of your letter to JPACT and to the Oregon Transportation Commission. Thank you again, for writing to the Oregon Transportation Commission.

Sincerely,

Patrick J. Cooney  
Deputy Director for Communications

Copies to:

Rod Monroe, JPACT Chair  
Oregon Transportation Commission







United Parcel Service 6707 North Basin  
Portland, OR 97217

October 30, 2001

Steven Corey  
Chairman  
Oregon Transportation Commission  
355 Capitol St. NE Room 101  
Salem, OR 97301-3871

RE: East Columbia-Lombard Connector Project

Dear Mr. Corey,

United Parcel Service would like to express our strong enthusiasm for constructing the E. Columbia Boulevard-Lombard Street Connector using ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd. businesses and for industries exporting and importing goods through out the region via air freight. The E. Columbia-Lombard intersection has been identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

Currently traffic accessing I-205 from Columbia Blvd. backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd. has to seek alternative routes to access the freeway. Columbia Blvd. is a two-lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd. to US 30 (Killingsworth St.) and I-205 through improved interchanges at 87th Ave. at Columbia Blvd. and Killingsworth St.

Our business is serving ground and air cargo. Air Cargo activity is highly dependent upon the land-side transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air-related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining an economic catalyst, a role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of this important project.

Sincerely,

Thad Collins, Employee Relations  
United Parcel Service

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# Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

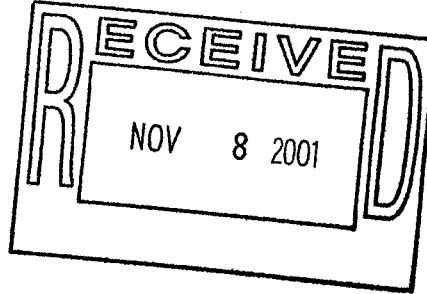
Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

November 2, 2001



FILE CODE:

B. D. Dutton  
Executive Vice President  
Signature Graphics  
8033 N.E. Holman Street  
Portland, OR 97218

Dear Mr. Dutton:

Thank you for writing to the Oregon Transportation Commission to express your views about using Oregon Transportation Investment Act (OTIA) funds in support of the East Columbia – Lombard Connector Project.

The Transportation Commission will rely on the recommendations of regional advisory groups, such as Area Commissions on Transportation, Metropolitan Planning Organizations, and the Joint Policy Advisory Committee on Transportation (JPACT).

I will provide a copy of your letter to JPACT and to the Oregon Transportation Commission. Thank you again, for writing to the Oregon Transportation Commission.

Sincerely,

Patrick J. Cooney  
Deputy Director for Communications

Copies to:

Rod Monroe, JPACT Chair  
Oregon Transportation Commission





October 29, 2001

Steven Corey, Chair  
OR Transportation Commission  
355 Capitol St. NE, Room 101  
Salem, OR 97301-3871

RE: East Columbia-Lombard Connector Project

Dear Mr. Corey:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard business and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternative analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

B.D. Dutton  
Executive Vice President

- cc. ODOT Region 1 Planning and Development Manager, David Williams
- City of Portland Commissioner, Charlie Hales
- Port of Portland Executive Director, Bill Wyatt
- CCA Executive Director, Patti McCoy

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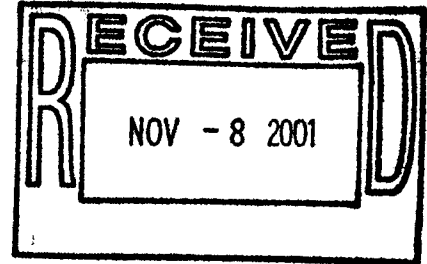
John A. Kitzhaber, M.D., Governor

Department of Transportation  
Office of the Director  
355 Capitol St. NE  
Rm 135  
Salem, Oregon 97301-3871

November 2, 2001

FILE CODE:

Andrew Haliburton, PE  
KPFF Consulting Engineers  
111 S.W. Fifth Avenue, Suite 2500  
Portland, OR 97204-3628



Dear Mr. Haliburton:

Thank you for writing to the Oregon Transportation Commission to express your views about using Oregon Transportation Investment Act (OTIA) funds in support of the East Columbia – Lombard Connector Project.

The Transportation Commission will rely on the recommendations of regional advisory groups, such as Area Commissions on Transportation, Metropolitan Planning Organizations, and the Joint Policy Advisory Committee on Transportation (JPACT).

I will provide a copy of your letter to JPACT and to the Oregon Transportation Commission. Thank you again, for writing to the Oregon Transportation Commission.

Sincerely,

Patrick J. Cooney  
Deputy Director for Communications

Copies to:  
Rod Monroe, JPACT Chair  
Oregon Transportation Commission





October 30, 2001

Mr. Steven Corey, Chair  
Oregon Transportation Commission  
355 Capital Street NE Room 101  
Salem, OR 97301-3871

RE: TIA Funding for East Columbia-Lombard Connector Project

Dear Mr. Corey:

We recommend that the East Columbia-Lombard Connector Project be considered for funding under the Oregon Transportation Investment Act.

As part of the 2040 Growth Concept, vital industrial areas have been identified to serve as "sanctuaries" for long-term industrial activity. The Columbia Corridor is, and will remain, one of the region's most important industrial sanctuaries. This project should be considered a necessity for the future growth of businesses and industry in the Columbia Corridor.

Building on the *Columbia Corridor Transportation Study* (adopted by City Council in 1999) and on the 1992 update of the City of Portland's *Transportation Element of the Comprehensive Plan*, the *East Columbia-Lombard Connector Reconnaissance Study* developed and analyzed improvement alternatives for the traffic congestion at the existing Columbia/Killingsworth intersection in NE Portland. The study team represented ODOT, City of Portland, Port of Portland and specialist consultants.

The recommendations report, published in July 2000, addressed issues of street network connectivity, transit, congestion, freight mobility, safety, alternative modes and reviewed the findings of a public outreach program. A preferred alternative, meeting all of the study objectives, was also recommended. The proposed solution is compatible with ODOT and Union Pacific Railroad requirements, and the goals of the City of Portland, Port of Portland and Metro. A variation of that proposed alternative is currently on the table.

The proposed improvements remove a traffic "bottleneck", improve access and mobility for cyclists and pedestrians, improve transit access to employment and industrial areas, maximize the utilization of existing streets and enhance east-west movement of freight in the Columbia Corridor.

We consider this project a worthy candidate for your consideration for funding under the 2001 Oregon Transportation Investment Act.

Sincerely,

Andrew Haliburton, PE

cc ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

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ODOT Commission Support						
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METRO

DATE: December 12, 2001

TO: JPACT

FROM: Andy Cotugno, Director of Planning, Metro

RE: House Bill 2142 Bond Program

At the December 12, 2001 meeting, the Oregon Transportation Commission accepted the ODOT staff recommendations for the list of projects to be funded with HB 2142 funds. Included in the recommendation was funding for the Sunnyside Road Project rather than the Boeckman Road Project.

(NOTE: JPACT's recommendation was to fund Sunnyside Road and Boeckman Road by allocating a portion of the discretionary \$20 million reserve. The OTC has decided not to allocate any portion of this \$20 million reserve for any modernization projects.)

The OTC has directed that JPACT recommend whether the Sunnyside Road or the Boeckman Road project should be funded. Please come prepared to address this issue at the December 13, 2001 JPACT meeting.

## Renee Castilla - Re: JPACT - House Bill 2142 Bond List

---

**From:** "Charlotte Lehan" <charbs@teleport.com>  
**To:** "Renee Castilla" <castilla@metro.dst.or.us>  
**Date:** 12/12/2001 10:30 PM  
**Subject:** Re: JPACT - House Bill 2142 Bond List

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Clarification: ODOT presented their recommendation to the OTC which was different from JPACT's but the OTC did not officially "accept" it, and certainly did not make any decision relative to the ODOT recommendation. Also, in further discussion among OTC members it was clear that their main objective was getting a recommendation from JPACT that did not exceed the allotted Region One dollar amount, not necessarily choosing one project or the other.

Charlotte Lehan

----- Original Message -----

From: "Renee Castilla" <castilla@metro.dst.or.us>  
To: <charbs@teleport.com>; <jbowman@teleport.com>  
Sent: Wednesday, December 12, 2001 2:43 PM  
Subject: JPACT - House Bill 2142 Bond List

Attached, please see memo.

Please come prepared to recommend Sunnyside or Boeckman Road for funding.

If you have any questions, please feel free to contact me.

Thank you

Reneé Castilla  
Administrative Assistant  
Metro - Planning  
(503) 797-1916

## Renee Castilla - JPACT - House Bill 2142 Bond List

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**From:** LarkinGroupInc <Larkingroupinc@compuserve.com>  
**To:** "Renee Castilla" <castilla@metro.dst.or.us>  
**Date:** 12/13/2001 5:31 AM  
**Subject:** JPACT - House Bill 2142 Bond List  
**CC:** Andy Cotugno <cotugnoa@metro.dst.or.us>

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Reneé Castilla,

I just received your message, and unfortunately am unable to attend JPACT this morning. I am meeting with Federal Transit Administration officials regarding the Commuter Rail project from 7:30 - 9:30 a.m.

From the perspective of the Commuter Rail project, the Boeckman Road interchange is important because it would provide direct freeway access from I-5 to the large Commuter Rail Park & Ride in Wilsonville.

Geoff Larkin

The Larkin Group Inc.  
310 Northwest Kronan Court  
Portland, Oregon 97210-5005  
(503) 227-3944 (Office) (503) 227-3951 FAX



**Oregon Transportation Investment Act  
Listing of Modernization Projects (Lane Capacity and Interchanges)**

**DRAFT**

<b>Region</b>	<b>Applicant</b>	<b>ACT</b>	<b>Highway</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Total Project Cost Estimate</b>	<b>Requested OTIA Funding</b>
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**Region 1**

**Recommended Interchange Projects**

1	ODOT		US 26	Jackson School Rd. Interchange	Build a new interchange	\$16,133,900	\$16,133,900
			<b>Total Region 1 Interchange Projects</b>			<b>\$16,133,900</b>	<b>\$16,133,900</b>

**Recommended Lane Capacity Projects**

1	ODOT	JPACT	US 26	US 26 (Sunset Hwy): Hwy 217 to Camelot Interchange	Widen highway	\$20,599,027	\$20,599,027
1	ODOT	JPACT		East Columbia Blvd - Lombard St Connector	Widen street	\$24,765,414	\$19,765,414
1	City of Tualatin	JPACT		I-5/Nyberg Interchange Widening Project	Widen local street	\$4,291,000	\$1,172,000
1	City of Scappoose			Crown-Zellerbach Rd Project from Hwy 30 to West Lane	Widen local street	\$2,562,850	\$1,782,850
1	Hood River County		Hood River Highway	State Hwy 281 at Brookside/Eliot Traffic Signal	Traffic signal	\$224,205	\$127,000
1	Clackamas County	JPACT		Sunnyside Rd (phase 2, 3 & 4) 122nd to 172nd Widening	Widen local street (partial funding)	\$44,810,000	\$10,419,809

The \$70 million Region 1 Modernization Allocation Funds Projects Above This Line.

1	City of Wilsonville	JPACT		Boeckman Rd. - Tooze Rd Connection	Build local street	\$15,693,003	\$7,793,003
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The Boeckman Road project may substitute for the partially funded Sunnyside Road project.

**Other Lane Capacity Projects**

I HEREBY CERTIFY THAT THE FOREGOING IS A COMPLETE AND EXACT COPY OF THE ORIGINAL THEREOF.

BEFORE THE METRO COUNCIL

Rebecca V. Shoemaker  
METRO COUNCIL ARCHIVIST

FOR THE PURPOSE OF APPROVING )  
PORTLAND REGIONAL FEDERAL )  
TRANSPORTATION PRIORITIES FOR )  
FFY 2002 APPROPRIATIONS )

RESOLUTION NO. 01-3034A  
Introduced by Councilor Monroe

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

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

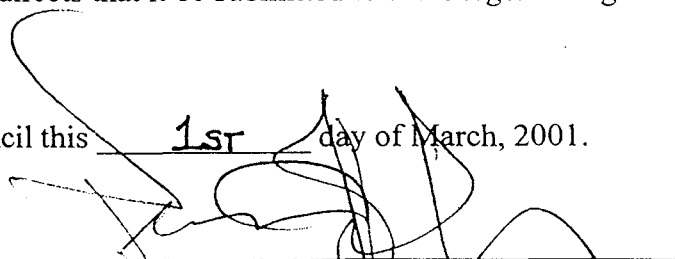
WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

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

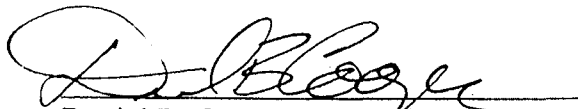
BE IT RESOLVED,

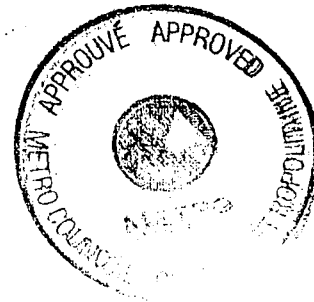
The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this 1st day of March, 2001.

  
David Bragdon, Presiding Officer

Approved as to Form:

  
Daniel B. Cooper, General Counsel



## Portland Regional Federal Transportation Priorities

It is important that Metro and its partners on JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the context of the FFY 2002 Appropriations Bill and anticipate a new six-year Authorization Bill starting in FFY 2004. A full position paper on the new six-year Authorization Bill will follow.

The region's priorities are described below:

**I. High-Capacity Transit:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail.

**A. INTERSTATE MAX:** Interstate MAX is Segment #1 of the South/North Corridor. Tri-Met recently signed a Full-Funding grant agreement with the Federal Transit Administration and construction is under way. The project is seeking an appropriation of a minimum of \$70 million in Section 5309 "New Start" funds as required in the Full-Funding Grant Agreement.

The first year appropriation for Interstate MAX was \$7.5 million for the FY 2001. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$70 million in FFY 2004 and \$41 million in FFY 2005. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize other projects.

**B. SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2, of the South/North Corridor. The region will incrementally implement improvements in the South Corridor that are a part of an overall South Corridor improvement project. The South Corridor project will be the region's #1 priority for Section 5309 "New Start" authorization and funding in the next six-year Authorization Bill.

- For the FY 2002 federal transit appropriations bill, seek up to \$7.0 million of Section 5309 "Bus" funding by working with the Oregon transit community to establish a list of statewide bus appropriations requests which produces this amount of funding for South Corridor improvements. This would allow the region to complete the Milwaukie Transit Center (\$.35 million) and construct a Milwaukie Park-and-Ride (\$2.65 million) and Clackamas Town Center Transit Center (\$4.0 million).

- C. COMMUTER RAIL:** The Washington County Commuter Rail Project is the region's priority for authorization for construction in this FY 2002 Appropriation Bill.

The region is committed to pursuing the Washington County Commuter Rail. Federal environmental requirements have been met and Preliminary Engineering is underway and scheduled to be complete by Summer 2001. Project implementation is scheduled to begin in March 2002. The project's finance plan calls for the first increment of federal Section 5309 "New Starts" appropriations in FY 2003.

- II. Other Major Regional Priorities:** The following projects are also high priority in the next fiscal year.

- A. I-5 TRADE CORRIDOR:** In the Portland/Vancouver region, Oregon and Washington are continuing their collaborative effort to address the transportation needs of the I-5 corridor from I-84 in Oregon to I-205 in Washington.

Governors John Kitzhaber of Oregon and Gary Locke of Washington have appointed a 28-member Task Force that is charged with developing a bi-state strategic plan on how to manage and improve transportation and freight mobility in the I-5 corridor between Portland and Vancouver. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor. This public planning effort is funded with a \$2 million grant from FHWA's National Corridor Planning and Development Program. The grant is matched with \$500,000 each from the Washington and Oregon Departments of Transportation. The strategic plan is expected to be complete by the fall of 2002.

Based on the strategic planning effort, the region anticipates that federal funding will be sought through the reauthorization of TEA-21. Funding could be requested from the National Corridor Planning and Development program, other transportation programs or "High Priority Project" earmarks. Funding may also be sought through the Water Resources Development Act, as appropriate, for improvements to structures crossing the Columbia River.

- B. COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS and Chief's Report on the project. Congress appropriated \$4.5 million for construction in the FFY 2001 Energy and Water Appropriations Act, but construction cannot begin until the National Marine Fisheries Service approves a new Biological Opinion. Whether the sponsoring ports will seek additional construction appropriations in FFY2002 depends upon the schedule for completing the Biological Opinion.

- C. **WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is seeking an additional \$20 million in Bridge Discretionary funds to complete the painting of the historic Broadway Bridge.

Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the historic Willamette River Bridges. Approximately \$20 million has been secured through Federal Highway Bridge funds and Highway "Demo" funds to complete six of the seven phases of the Broadway Bridge rehabilitation. The Broadway Bridge is a critical link for the freight system between the eastside industrial area and central Portland. Maintaining this bridge is vital to the transportation system in the Portland region. The last component of the rehabilitation is to paint the bridge above deck. This work will preserve the structure and avoid more costly repairs later.

- D. **REGIONAL HIGHWAY PROJECTS:** The limited availability of state modernization funds is delaying the construction of highway projects in the Portland region for years, if not decades. Federal earmarks will be needed if priority projects are to move forward in a timely fashion consistent with the Region 2040 Growth Concept and economic development needs.

Typically, Congress has not earmarked highway projects except when a new six-year Authorization Bill is adopted (although earmarking did occur in the FY 2001 Appropriations Bill). The following requests for FY 2002 earmarks (in the event they are undertaken) are part of a regional strategy to begin developing priority projects to better take advantage of earmarking opportunities in the next authorization bill.

- The region supports the following requests if there is an opportunity to earmark federal funds in the FY 2002 Transportation Appropriations Bill beyond the normal program categories for highway projects. The Port of Portland requests \$2 million for right-of-way acquisition for the "Columbia-Killingsworth Eastend Connector." Clackamas County requests \$3 million for Preliminary Engineering for "Sunnyside Road" and \$10 million for Preliminary Engineering for the "Sunrise Corridor – Phase 1." Multnomah County requests \$2 million for Preliminary Engineering for the "242<sup>nd</sup> Avenue Connector." Washington County is requesting \$1.5 million for Preliminary Engineering of the Sunset Highway eastbound climbing lane from Hwy. 217 to Sylvan. The City of Portland is seeking \$1.0 million for Preliminary Engineering of Sandy Boulevard to convert it from a state highway to a boulevard.
- The region is not requesting federal funding in FY 2002 for the "I-5 Delta Park – Lombard" project which, in addition to the ones listed above, is a likely priority for earmarking in the next authorization bill.

- E. AMTRAK SOUTH STATION:** The region is seeking capital funding of \$750,000 federal matching funds for a new Amtrak station.

Clackamas County, in cooperation with Oregon City, ODOT and Amtrak, has selected Oregon City as the location for a new Amtrak station in the south portion of the metropolitan region to complement existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 700-foot long platform, relocation of a rail depot, lighting and adjacent parking for a total of \$1.5 million. Oregon City is proceeding to implement Phase I of this project this year. This funding would allow Phase 2 to be completed.

- F. HIGH SPEED RAIL:** Passenger rail is an important component of the state's transportation system. As one of eight designated high-speed rail corridors in the nation, the Pacific Northwest Passenger Rail Corridor is eligible for federal funding. The region supports efforts to secure federal appropriations for improvements in the Corridor. The region also urges the Congressional delegation to support the Amtrak bond proposal introduced last year in the Senate. The proposal will be considered again this year.

- G. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro is seeking a \$1 million Congressional earmark for the Kenton Feed and Seed project.

Metro, the city of Portland, and Tri-Met are working together to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is the recent establishment of an urban renewal district by the City of Portland to provide a portion of the funding towards both the light rail and redevelopment. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, funding could be provided to accelerate this redevelopment program.

It is expected that the urban renewal district will not provide sufficient funds to meet all the needs in the corridor and will not generate much revenue in the early years. As such, TCSP funds could be used to initiate several redevelopment projects, thereby serving as a catalyst for further redevelopment. As this creates new private investment, tax increment financing resulting from this investment will provide the funding for further redevelopment projects in the future and help establish the cash-flow for the funding contribution toward the light rail construction itself. Funding would be used for such activities as land acquisition and public street and pedestrian improvements that facilitate specific redevelopment projects.

**H. INTELLIGENT TRANSPORTATION SYSTEM:** The region is supporting a single \$4.25 million “State of Oregon” earmark for the following ITS initiatives:

- TransPort – The TransPort project is a multi-agency project in the Portland region that is integrating each agency’s transportation system into a regional system to enhance traffic and transit management and traveler information.
- California-Oregon Advanced Transportation Systems (COATS) – This rural ITS project is applying ITS technology to rural issues in a bi-state area covering Southern Oregon and Northern California.
- Transit Trip Planning – This project will begin integrating transit information from Oregon transit providers into a statewide transit trip planning system.

**I. STARK STREET BOULEVARD (181<sup>st</sup> – 197<sup>th</sup>):** The City of Gresham is seeking a \$1 million Congressional earmark for this endeavor.

Congress authorized \$1 million in TEA-21 “High Priority” funds for pedestrian improvements that support Gresham’s revitalization of the Rockwood Town Center with transit-oriented development and access. The project retrofits a dangerous, auto-dominated arterial into a boulevard that safely accommodates pedestrians, bicyclists, and transit users. The project links the central commercial area with area employers and services, as well as three heavily used MAX stations. The TEA-21 funds provide full project design, but only fund construction from 181<sup>st</sup> to 190<sup>th</sup>.

Additional funds of up to \$2 million are needed to build the full project to 197<sup>th</sup> and address the massive, hazardous intersection of Stark/Burnside/MAX. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, supplemental funding could be provided to complete the entire project within two years and an earmark of \$1 million is requested.

**J. CENTRAL CITY STREETCAR:** The City of Portland is seeking \$700,000 of HUD funding in FY 2002 for this project.

The 130-acre North Macadam District is the last major undeveloped area within the City of Portland’s core. This largely unimproved area presents a unique opportunity to create a new neighborhood that will attract and accommodate jobs and housing in the Central City, furthering efforts to preserve our region’s natural and agricultural resources. To take advantage of the opportunity presented, challenges to development posed by poor transportation access and circulation, inadequate infrastructure, and areas of soil contamination must be responded to and overcome.

The extension of the Central City Streetcar into this district is critical to provide the necessary transit service to accommodate the 8,500 to 10,000 jobs and 1,500 to 3,000 housing units expected to develop during the next 20 years. This 1 1/2 – mile extension is from Portland State University where the ongoing streetcar project terminates into the North Macadam District. It is estimated to cost \$45 million, including rolling stock. Tax Increment Financing and private contributions through a Local Improvement District are identified to provide \$37.5 million leaving \$7.5 million as yet unfunded. Although this project is not intended to compete for FTA “New Starts” funding, it could qualify for other DOT, EPA or HUD categories. For FY 2002, \$700,000 of HUD funding is being sought to complete the final design to Riverplace.

**K. C-TRAN TRANSIT PROJECTS:**

- **I-5 TRADE CORRIDOR PARK-AND-RIDE:** C-Tran requests \$1.0 million of Section 5309 funding for the construction of the proposed 99<sup>th</sup> Street Transit Center/Park-and-Ride. Final design and construction are anticipated to commence in 2001.
- **INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** Request \$1.5 million of Section 5309 planning funds for C-Trans’s Automated Vehicle Locator (AVL) project. This system includes components of a computerized bus dispatch system, mobile data systems for both fixed route and paratransit operations, global positioning systems for the deployment of automated vehicle location technology, signal priority treatment for transit, and customer information systems such as real-time arrival kiosks at transit centers.



- L. WILSONVILLE PARK-AND-RIDE** – South Metro Area Rapid Transit (SMART) requests \$1.54 million of Section 5309 funding for the construction of a park-and-ride facility and transit center adjacent to the Commuter Rail terminus. Wilsonville is pursuing funding for land acquisition through the MTIP process.

Wilsonville's location along the I-5 Corridor between Portland and Salem makes it an important employment center for commuters traveling north and south. Increasing commuter traffic into and out of Wilsonville calls for improved access and connectivity to regional public transportation. Currently, Wilsonville lacks facilities that offer convenient transfer connections. A park-and-ride facility and transit center near Commuter Rail would allow access to regional bus and rail services from a centralized hub and thereby reduce vehicle trips into the city and metropolitan area.

- M. JOBS ACCESS/REVERSE COMMUTE** – The region requests \$1.8 million in FY 2002 Jobs Access/Reverse Commute funds to be earmarked for the Portland metropolitan region. This request equals the funding approved in the FY 2001 transportation appropriations act and will allow the continuation of Jobs Access/Reverse Commute projects initiated in Washington, Clackamas and Multnomah counties with the FY 2001 funds.

In its first two years, these funds were allocated through a competitive grant program administered by the Federal Transit Administration. The Portland region (through Tri-Met) received two annual allocations under the grant program totaling approximately \$1.8 million. In 2000, however, it became apparent that the program was moving rapidly from a grant allocation program to one allocated by congressional earmark. As a result, the region requested \$1.8 million in the FY 2001 transportation appropriations process and received its entire request. This request would repeat that request for FY 2002.

12/13/01

Ed  
51st  
Cur

**JPACT Members and Alternates**

FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STA ZIPCOI	SALUTATION	PHONE	FAX	CONTACT	EMAIL
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3.	Rod	Park	Metro	Mero	Portland	OR 97232-: Councilor Park	503-797-1547	503-797-1793	Rooney Barker, x1941	parkr@metro.dst.or.us
	Carl	Hosticka	Metro	Metro	Portland	OR 97232-: Councilor Hosticka	503-797-1549	503-797-1793	Rooney Barker, x1941	hostickac@metro.dst.or.us
	Bill	Kenemer	Clackamas County	Clackamas County	Oregon City	OR 97045-: Commissioner Kenemer	503-655-8581	503-650-8944	Sherry McGinnis	billken@co.clackamas.or.us
	Michael	Jordan	Clackamas County	Clackamas County	Oregon City	OR 97045-: Commissioner Jordan	503-655-8581	503-650-8944		michaeljor@co.clackamas.or.us
	Maria	Rojo de Steffey	County	Multnomah County	Portland	OR 97214: Commissioner Roho de Steffey	503-988-5220	503-988-5440	Shelley Romero	
5	Lonnie	Roberts	Multnomah County	Multnomah County	Portland	OR 97214-: Commissioner Roberts	503-988-5213	503-988-5262	Bret Walker, 503-988-5213	lonnie.j.roberts@co.multnomah.or.us
6.	Roy	Rogers	Washington County	Washington County	Portland	OR 97223-: Commissioner Rogers	503-620-2632	503-693-4545	Himself	royr@rascpas.com
	Tom	Brian	Washington County	Washington County	Hillsboro	OR 97124-: Commissioner Brian	503-846-8681	503-693-4545	Barbara	tom_brian@co.washington.or.us
	Charlie	Hales	City of Portland	City of Portland	Portland	OR 97204-: Commissioner Hales	503-823-4682	503-823-4040	Robbie 823-3007	chaies@ci.portland.or.us
	Vera	Katz	City of Portland	City of Portland	Portland	OR 97204-: Mayor Katz	503-823-4120	503-823-3588	Judy Tuttle	mayorkatz@ci.portland.or.us
	Karl	Rohde	City of Lake Oswego	County	Lake Oswego	OR 97034-: Councilor Rohde	503-636-2452	503-636-2532	Himself	rohde@compuserve.com
	Brian	Newman	City of Milwaukie	County	Milwaukie	OR 97222: Councilor Newman	503-652-5298	503-654-2233	Himself	pdxnewman@aol.com
	Larry	Haverkamp	City of Gresham	County	Gresham	OR 97030-: Councilor Haverkamp	503-618-2584	503-665-7692	Molly	cafferty@ci.gresham.or.us
	James	Kight	City of Troutdale	County	Troutdale	OR 97060-: Councilor Kight	503-667-0937	503-667-8871	Himself or Nina (Nine-ah)	pls fax/no e-mail address
	Robert	Drake	City of Beaverton	County	Beaverton	OR 97076-: Mayor Drake	503-526-2481	503-526-2479	Joyce or Julie	rdrake@ci.beaverton.or.us
	Lou	Ogden	City of Tualatin	County	Tualatin	OR 97062-: Mayor Ogden	503-692-0163	503-692-0163		lou.ogden@juno.com
	Fred	Hansen	Tri-Met	Tri-Met	Portland	OR 97202: Mr. Hansen	503-962-4831	503-962-6451	Kelly	hansenf@tri-met.org
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	Andy	Ginsburg	DEQ	Oregon DEQ	Portland	OR 97204: Mr. Ginsburg	503-229-5397	503-229-5675	Linda Fernandez,	ginsburg.andy@deq.state.or.us
	Annette	Liebe	DEQ	Oregon DEQ	Portland	OR 97204-: Ms. Liebe	503-229-6919	503-229-5675	229-5388	liebe.annette.@deq.state.or.us
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	Mary	Legry	WSDOT	Washington State DOT	Vancouver	WA 98668: Ms. Legry	360-905-2014	360-905-2222		legrym@wsdot.wa.gov
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	Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA 98668: Mayor Pollard	360-696-8484	360-696-8049	Peggy Furnow (or Jan)	royce.pollard@ci.vancouver.wa.us
	Dean	Lookingbill	SW Washington RTC	SW Washington RTC	Vancouver	WA 98661: Mr. Lookingbill	360-397-6067	360-696-1847		dean@rtc.wa.gov
	Craig	Pridemore	Clark County	Clark County	Vancouver	WA 98666-: Commissioner Pridemore	360-397-2232	360-397-6058	Susan Wilson or Tina	cpriemo@co.clark.wa.us
	Peter	Capell	Clark County	Clark County	Vancouver	WA 98666-: Mr. Capell	360-397-6118,	360-397-6051	Lori Olson, x4111	peter.capell@co.clark.wa.us

COMMITTEE TITLE JPACT

DATE 12/13/01

NAME

AFFILIATION

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ROB DRAKE

CITIES OF WASH. COUNTY

Rod Park

Metro Council

FRED HANSEN

TRI-MET

Roy Rogers

WASHINGTON County

Jean Lockinghill

RTC (Att. Sr. Vancouver)

Larry Haverkamp

Gresham

Dave Lohman

Port of Portland

Don Wagner

WSDOT

Amette Liche

DEQ

Kay Van Aixel

ODOT

KARL ROUSE

C<sup>3</sup>

CHARLIE HALO

Portland

Maria Lajo de Steffy

Multnomah County

REX BURKHOLDER

~~to~~ METRO COUNCIL

Bill Kenner

CLACKAMAS Co

Andy Johnson

Metro

COMMITTEE TITLE JPACT

DATE 12/13/01

NAME

AFFILIATION

Kate Deane	ODOT
Lynn Peterson	Tn-Met
Dave Williams	ODOT
Ron Papsdorf	City of Gresham
John Gillam	City of Portland
Arike Hoglund	Metro
Chris Dfebach	Metro
Dave Nordberg	DEQ
RUDY KADLUB	COSTA PACIFIC COMMUNITIES
Charlotte Lehan	City of Wilsonville
Danielle Cowan	City of Wilsonville
Curt Kipp	Wilsonville Spokesman (newspaper)
Cam Gilman	Clackamas County
THAYER DOZABAUGH	City of Vancouver
Katie Mangle	TPAC citizen rep
Linda Floyd	City of Wilsonville / SMART
Josh Alpert	Charlie Hale's office
Richard Franklin	Metro

COMMITTEE TITLE

J PACT

DATE

12/13/01

NAME

AFFILIATION

MATTHEW GARRETT

ODOT

Thomas Briggs Marlyraf

Cong. Earl Blumenauer

Bernie Bottomly

TriMet

Foss Weirans

CST/CLF

Steve L Kelley

Washington County

LA ORNELAS

OH & SU