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METRO

TEL 503-797-1755 FAX 503-797-1930

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: February 14, 2002

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 January 10, 2002 meeting – APPROVAL REQUESTED
4. Federal Transportation Priorities
 - Resolution 02-XXXX Annual Appropriations – APPROVAL REQUESTED – Andy Cotugno
 - Authorization Bill – JPACT Action Anticipated late Summer, 2002 – Andy Cotugno
5. FY 04-07 MTIP Refinement – Work Program – INFORMATIONAL – Andy Cotugno
6. Adjourn

* 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.

Joint Policy Advisory Committee on Transportation (JPACT)
Meeting Notes
January 10, 2002

MEMBERS PRESENT

AFFILIATION

| | |
|-----------------------------|--|
| Rod Monroe, Chair | Metro |
| Maria Rojo de Steffey | Multnomah County |
| Fred Hansen | Tri-Met |
| Charlie Hales | City of Portland |
| Bill Kennemer | Clackamas County |
| Kay Van Sickel | Oregon Department of Transportation (ODOT-Region 1) |
| Stephanie Hallock | Oregon Department of Environmental Quality (DEQ) |
| Don Wagner | Washington Department of Transportation |
| Peter Capell, alternate | Clark County |
| Larry Haverkamp | City of Gresham, representing Cities of Multnomah County |
| Karl Rohde | City of Lake Oswego, representing Cities of Clackamas County |
| Bill Wyatt | Port of Portland |
| Dean Lookingbill, alternate | SW Washington RTC |
| Roy Rogers | Washington County |
| Rob Drake | City of Beaverton, representing Cities of Washington County |
| Rod Park | Metro |

GUESTS PRESENT

AFFILIATION.

| | |
|------------------|---|
| Kate Deane | Oregon Department of Transportation (ODOT – Region 1) |
| Andy Back | Washington County |
| John Gillam | City of Portland |
| Dave Williams | Oregon Department of Transportation (ODOT – Region 1) |
| Dave Lohman | Port of Portland |
| Nancy Kraushaar | Oregon City |
| Bernie Bottomly | Tri-Met |
| Neil McFarlane | Tri-Met |
| Deb Wallace | Washington Department of Transportation |
| Andy Ginsburg | Oregon Department of Environmental Quality (DEQ) |
| Thayer Rorabaugh | City of Vancouver |
| Rudy Kadlub | Costa Pacific Communities |
| Dale Miller | C-Tran |
| Danielle Cowan | City of Wilsonville |
| Charlotte Lehan | City of Wilsonville |
| Linda Floyd | City of Wilsonville |
| Kirk Pawlowski | Oregon Health Science University |
| L.A. Ornelas | Oregon Health Science University |
| Ross Williams | CST/CLF |
| Bill Stewart | The Oregonian |

STAFF

Mike Hoglund
Renée Castilla
Chris Deffebach

Jeff Stone
Michael Morrissey
Gina Whitehill-Baziuk

I. CALL TO ORDER

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

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS.

There were no citizen communications.

III. MINUTES OF DECEMBER 13, 2001 MEETING

ACTION TAKEN: Karl Rohde moved and Fred Hansen seconded to approve the meeting minutes of December 13, 2001. The motion passed unanimously.

IV. RE-AUTHORIZATION OF TEA-21

Congressman Blumenauer thanked the members of JPACT and introduced two of his colleagues, Tom Markgraf and Bob Stacey. He stated that in terms of reauthorization he would like to fashion a regional transportation vision and not just have a list of projects. He stated that he understands what JPACT is trying to accomplish with land use and transportation. He stated that this is a new era in which Oregon does not have quite the seniority it had in Washington. He stated that as Republican and Democratic administrations shift leadership in both the House and the Senate, one of the reasons Oregon has been able to stay above the others is in no small measure to having vision and cooperation and not a list of projects. It has helped immensely in the last re-authorization that Oregon continues to have individuals who care and he would like to express his appreciation for it.

He stated that it is critical to Oregon to try and extend its coalition. The pressures will be mounting on a number of different levels. He stated that he would like to see members make trips and talk to different organizations such as NAACO, Conference of Mayors, League of Cities. He would also like to see members work with the transportation committees and encourage their colleagues to infiltrate the other committees to extend the reach in areas of public safety, economic development and the environment. The more that Oregon can use transportation and the regional approach to extend the reach and build its coalition, he thinks will be critical in procuring funding. He would like to see new categories added to the next TEA (Green TEA). This would give dimension to what is already being done in Oregon. There are other states that have similar bi-state problems with trade corridor, economics and physical security. He stated that those similarities need to be looked at creatively to figure out a way to repackage it. He stated that he would also like to see new funding categories for commuter and streetcar. He would like to also see a new category for all of the state highways (e.g. Powell, 30, 99) that are functioning as city streets. The state doesn't want them and the municipalities cannot afford them. If there is a new category created then there would be money flowing and

there would be ways to upgrade them and then turn them over to the municipalities according to the standards needed for livability.

Fred Hansen asked if there has been any talk regarding the stimulus package

Congressman Blumenauer stated that there are some individuals that insist on categorizing some transportation and environmental restoration projects as non-stimulus related. He recently had the opportunity to drop a hint that doing things like repairing a Sauvie Island bridge is something that puts some people to work in a matter of hours, doing a job and it saves others from losing theirs. He stated that the organization planning locally has enabled this region to have several projects ready to go that are complementary to the growth plan and the environment. He stated that there would be disaster relief, national security and some economic stimulus. Even if nothing comes of the "Stimulus Package" it is an opportunity for Oregon to do a dry run with regards to the re-authorization.

Fred Hansen stated that last year toward the end, they were all thinking there was going to be a stimulus package but the question was what would go into it and how it the package would be broken out.

Charlie Hales asked if Congressman Blumenauer could elaborate on the orphan highway issue.

Congressman Blumenauer stated that they are aware of the problem and intend to plant the seed and take this opportunity to develop a new provision in the next re-authorization.

Karl Rohde stated that in the 1940's California adopted a gas tax, which eventually spread across the Nation. That gas tax was to address the problem of bonding for all road projects, now there is the need to address the problem of lost revenue from gas taxes. What is being discussed at the national level for replacement of the gas tax as a funding source?

Congressman Blumenauer answered that right now there is nothing being discussed but it is recognized that eventually it will be a large problem

Chair Monroe stated that he has been very involved the last three years in the bi-state movement and the Bi-state committee. He is very proud of what they have done to try and foster cooperation across the Columbia River. He stated that the Washington delegation is in a better position to deliver right now then the Oregon delegation. It seems that it is the best interest of Oregon as well as Washington to develop a cooperative effort between the two delegations and try to achieve support and funding for things like channel deepening, I-5 bridge, I-5 Delta/Lombard, and also of course the Clark County light rail loop that they are planning. Also ask them for support for our efforts to get transit into Clackamas County which is ongoing effort. He asked Congressman Blumenauer for any advice on how to strengthen the cooperative effort between the two delegations.

Congressman Blumenauer stated that one of the keys to past success in many areas and not just transportation is that there has been a unified approach with the Northwest because so much of what Oregon wants to do is linked with Washington. He advised Chair Monroe to continue doing what he has been.

Fred Hansen expressed his concern regarding statements heard from the new Administrator of the FHWA regarding this region and congestion and the only way to address it is more highway capacity. He would encourage Congressman Blumenauer and his colleagues to stress as much as possible on the highway side of the equation and how important it is to allow local jurisdictions to be able to make some of those judgements themselves.

Congressman Blumenauer asked for advice and strategies to recommend relative to FHWA.

Rod Park expressed his thanks to Congressman Blumenauer for his assistance in obtaining funding for planning purposes in the Pleasant Valley area. He stated that any additional assistance for planning grants in the Clackamas County area due to talks of urban growth boundary expansion would be helpful. He stated that it would be more cost effective for the region to plan correctly the first time rather than go back and correct problems later.

Congressman Blumenauer stated that he is looking for funding opportunities wherever he can find them. In fact, even in the Agriculture re-authorization bill that passed the house in September, they were able to shift some money from commodity payments to things like rural planning and environmental improvements. He stated that it is important that everyone looks through reports and come up with ideas for funding.

Karl Rohde stated that it seems that the original ISTEA offered far fewer categories but far more latitude at the local level. It has seemed to be increasingly categorized and a lot more earmarking for specific projects and so forth. Is this a trend that will continue into the next re-authorization or is there perhaps an opportunity to reduce some of that and allow greater decision making at the local level?

Congressman Blumenauer stated that earmarking has always been a real struggle. The message about local control needs to be sent to Congress so they can reduce the earmarking that happens.

Chair Monroe thanked the Congressman and expressed the appreciation of the JPACT Committee for his time.

V. UPDATE ON THE STATUS OF THE SAUVIE ISLAND BRIDGE

Maria Rojo de Steffey stated that Multnomah County found a serious stress crack on the Sauvie Island Bridge. This has forced them to reduce the weight limit on the bridge from 80 tons down to 24 tons, which has caused some serious problems for the inhabitants and the business owners and their ability to haul off of that bridge. She stated that she, county staff and Tom Markgraf recently met with over 250 people and were told of the long-term impact. One of the businesses was forced to close their operation in December and lay off employees. The weight limit is hurting their ability to bring in seed, haul their products. It is also affecting the last dairy in Multnomah County's ability to haul fresh milk in and off the island.

She stated that Multnomah County is currently conducting an engineering analysis, which will determine the next course of action. The analysis is expected back within the next thirty days. In the meantime, they have braced the bridge, which has allowed them to increase the weight limit somewhat. Once they receive the analysis back they will probably be calling various agencies asking for funding assistance. They will be talking with ODOT and other partners.

They will also be looking at Highway 30 to try and determine if there is any place, which could become an unloading area for the trucks. She is very concerned because if they cannot get the bridge repaired, it will be devastating for the people who live and work on the island. She will let everyone know when the analysis is received and how Multnomah County will proceed.

Charlie Hales asked who was developing the options for funding the repair. He also stated that it is important that they analyze the financial problem as a region.

Kay Van Sickel stated that she has been talking to people as well and that the business owners on the island are looking at barging some of their products off the island and an unloading transition place on Highway 30.

Chair Monroe stated that they obviously need to look at long-term solutions and wish they would have known about the problem earlier so that they could've tried for funding from HB 2142. He then asked Kay if it was too late to put this problem in front of the OTC.

Kay Van Sickel stated that she felt it was too late to address the problem to the OTC because they are making their final decision next week. She invited Maria Rojo de Steffey to go with her to talk with ODOT's bridge people to obtain their perspective on the problem and the possible solutions.

Maria Rojo de Steffey reiterated to the Committee that the only access on or off Sauvie Island is the Sauvie Island Bridge. She thanked the committee, stated that she would be coming back to the group with more information, and will be asking for help at that time.

Rod Park asked if the OTC, when they make their final decision, would be looking at the low interest rates and the possibility of stretching the bond money for perhaps a second funding allocation.

Kay Van Sickel stated that if the OTC can go out early and sell bonds then they might have additional money. Whether or not any additional money will be available for additional projects is yet to be determined. She stated however that it would be a good idea to present the Sauvie Island problem to the OTC and obtain their attention.

Rod Monroe advised Maria Rojo de Steffey that he would be happy to send a letter or make a phone call on the behalf of JPACT if she need him too. He also thanked Kay Van Sickel for her willingness to volunteer and assist Multnomah County with this problem

V. RESOLUTION 02-3151 – FOR THE PURPOSE OF APPROVING FUNDS FOR THE SUNNYSIDE ROAD AND BOECKMAN ROAD PROJECTS

Mike Hoglund provided the JPACT Committee and guests with a brief history of how Resolution 02-3151 came to be. He then explained that after the last JPACT meeting when it was directed by the JPACT members for the Metro staff to take the lead and coordinate with Clackamas County and Wilsonville, with the help of Karl Rohde they set up a meeting to discuss possible solutions. Those in attendance at that meeting were Karl Rohde, Charlotte Lehan, Bill Kennemer, Kay Van Sickel, Dave Williams, Andy Cotugno and Mike Hoglund. The group thought about a number of options: commitment against future MTIP allocations, local funding

sources and federal earmarking. The recommendation of the group that met is explained in Resolution 02-3151, the staff report and the exhibit.

1. *A funding and implementation strategy for Boeckman Road and Sunnyside Road (122nd to 142nd) should be pursued as shown in Exhibit A to this resolution.*
2. *The strategy shown in Exhibit A represents a Metro Council and JPACT commitment of \$1,956,625 from the FY 04-07 MTIP to the Boeckman project.*
3. *The Metro Council and JPACT will request an additional \$1,956,625 from ODOT as a Region 1 priority for the 2004-2007 STIP.*
4. *That the MTIP commitment is conditioned on commitments of \$1,956,625 each from ODOT, the City of Wilsonville and Clackamas County to the Sunnyside a Boeckman Road projects.*
5. *Efforts will be made to avoid or minimize the above funding commitments by seeking other sources such as federal discretionary funds.*
6. *This strategy, together with previously recommended projects identified in the letter from JPACT to the OTC dated November 2, 2001, results in a \$70 million Region 1 Metro area recommendation for OTIA Lane Capacity and Interchange projects and is consistent with the OTC Region 1 target.*
7. *The strategy be forwarded to the OTC for their consideration at their January 16, 2001 meeting.*

Karl Rohde first thanked the JPACT committee for agreeing to delay their decision and changing the meeting dates from January 17, 2002 to January 10, 2002. He also thanked the Metro staff for their assistance. He stated that this compromise represents the hallmark of this organization. He acknowledges that all jurisdictions share in the pain of constricted budgets. Because both projects are so vital to this region all parties involved agreed to find the additional funds necessary to move both projects forward.

ACTION TAKEN: Karl Rohde moved and Bill Kennemer seconded the motion to approve Resolution 02-3151.

Kay Van Sickel stated that she thought it was a good meeting overall and in order to use the OTIA money and keep it in Region 1, ODOT agreed to commit future STIP funds.

Charlotte Lehan stated she was relieved to see a proposal that all parties could agree to and thank all members involved for finding a common ground to see both projects succeed.

Maria Rojo de Steffey stated that she appreciated the work done by Metro, ODOT, Clackamas County and the City of Wilsonville but was concerned about earmarking future dollars without a discussion. She is aware that JPACT has committed future dollars in the past but she is concerned about continuing to that precedent and she was under the understanding that the OTC wanted JPACT to prioritize these two projects.

Chair Monroe emphasized to the committee that they sent a list to the OTC about what projects must be funded and the OTC came back and said they could not fund both projects and asked JPACT to prioritize which project it wanted to see funded with OTIA bond funds. He reminded that Committee that had they chosen to vote at the last meeting, then one project would've lost and one project would've won. It would've been a split vote and what JPACT has tried to foster

would've been lost. Instead, the JPACT Committee asked Metro staff to work with Clackamas County and ODOT and form a delegation to come up with a solution. Resolution 02-3151 is the solution. He stated that although JPACT hates to designate future money and tie their hands for the next MTIP process, in reality the way things worked out, it has probably saved MTIP money (through increases to the local matches on the two projects) and actually increased the amount of flexibility that will be there for the next MTIP process. He thanked all of the staff involved for coming up with the best solution given the constrained situation.

Fred Hansen stated that he was very complimentary of this group and the idea that a \$8 million gap was filled by half by additional local commitment is the piece that really is important.

Larry Haverkamp stated that he feels that the projects are worthwhile but he asked if the JPACT Committee took a vote earlier not to "bring money forward, not to use future MTIP money". Will that earlier vote need to be rescinded?

Mike Hoglund stated that when this group approved the original bond list in November, there was a list of other candidate projects, which included Powell Boulevard. An issue came up and it was asked if JPACT wanted to identify any priorities for future MTIP funding. It was discussed but was never voted on.

Larry Haverkamp stated that he thought it had come to a vote.

Fred Hansen stated that it was his addition to the amendment of the resolution and what it dealt with was only as they were going through the debate of those projects that were going to be within the \$78 million. His discussion was only situated around the \$78 million and not as broad as the whole processes.

Rod Monroe stated that this motion would overturn or modify that earlier vote.

Maria Rojo de Steffey asked if additional funding sources are located then who would get reimbursed first.

Dave Williams stated that the agreement on the table is that if additional funding sources are located then all four parties will have their share equally reduced. In other words, it will be split four ways.

Rod Park wanted to clarify that JPACT is voting for a specific amount of money and not for the projects themselves. If they go over budget then the projects will have to compete for future MTIP allocations.

Roy Rogers stated he has the same issue and is equally concerned with these projects going over budget and coming back for more allocations. What will the process be if they do indeed go over budget and how confident are they with their numbers.

Mike Hoglund stated that previously when an estimate of cost was given for the MTIP process, if a project went above that then it had to be filled either by the sponsor of the project or they had to compete again for MTIP dollars

Roy Rogers stated that the answer provided by Mike was comforting but is still wondering how confident the project sponsors are with their estimates. He asked if JPACT was likely to see these projects back with additional funding requests.

Bill Kennemer stated that he feels they have firm numbers. He recognizes that construction is a long ways down the road but has confidence with the contract and the numbers.

Charlotte Lehan also stated that she was confident with their numbers and is comfortable with going forward

Bill Kennemer stated that it a question has been brought up whether or not these are regional projects. One of the processes that is occurring and he has already complained about it is that they are creating a process to manage growth. He stated that these are growth-related projects. He stated that he feels it is regional and if JPACT could promise him growth would go somewhere else then he would withdraw his projects. The other discussion occurring is earmarking and that makes him uncomfortable. A point that needs to be added when talking about earmarking and compromises is in challenging the rest of the region to match their 53% match on both projects. He stated that if more local jurisdictions could match more then there would be more MTIP/STIP money available for additional projects.

Charlotte Lehan took the opportunity to thank Andy Cotugno and Mike Hoglund for their hard work.

ACTION TAKEN: The vote on Motion #2 to approve Resolution 02-3151 was passed unanimously.

VI. I-5 TRANSPORTATION

Kate Deane stated that the JPACT Committee has received copies of the Working Draft Recommendations and the I-5 Task Force were anxious to receive any input or comments. She stated that the Task Force is expected to revise and adopt the working draft recommendations in February and the final recommendations would be ready June 2002.

Chair Monroe stated that there is a Bi-state meeting on January 24, 2002. Any comments on the "Working Draft Recommendations" could be provided there.

Chair Monroe stated that on the next agenda, JPACT will be looking at the ALF/CIO gas tax proposal.

There being no further business, Chair Monroe adjourned the meeting at 9:05 a.m.

Respectfully submitted,

Renée Castilla,
Recorder

BEFORE THE METRO COUNCIL

| | | |
|-----------------------------------|---|--------------------------|
| FOR THE PURPOSE OF APPROVING |) | RESOLUTION NO. 02-XXXX |
| PORTLAND REGIONAL FEDERAL |) | |
| TRANSPORTATION PRIORITIES FOR FFY |) | Introduced by Rod Monroe |
| 2003 APPROPRIATIONS |) | |

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

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled, "Portland Regional Federal Transportation Priorities,"; now therefore

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

ADOPTED by the Metro Council this ____ day of February, 2002

Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

DRAFT

Fiscal Year 2003 Congressional Appropriations Funding Requests

The following requests for Congressional assistance will be forwarded by the Region to the Washington and Oregon Congressional delegations from the Metropolitan Planning Organizations in the Portland – Vancouver Metropolitan area for FFY2003 funding.

A. Oregon Projects

1. Interstate MAX extension. Request \$83 million in Sec. 5309 transit capital funding for continued construction.
2. Wilsonville to Beaverton Commuter Rail. Request an appropriation of \$18 million in Sec. 5309 funds for the construction of the 15.5-mile commuter rail project in Washington County, Oregon and report language directing FTA to sign an FFGA at a 60% federal share for a total of \$72 million.
3. Multnomah County is requesting \$3 million from Bridge Discretionary funds to start the required environmental work prior to replacing the Sauvie Island Bridge. Construction funding will be sought through the reauthorization of TEA-21 to replace the bridge.
4. Sec. 5309 Bus and Bus Facilities. Tri-Met requests an appropriation of \$8.5 million for regional buses and bus facilities¹. Wilsonville requests \$1.50 million of Section 5309 congressional appropriation funding for construction of a 250 space park-and-ride facility and transit center.
5. I-5 Trade Corridor. In anticipation of recommendations from the I-5 Partnership Task Force and necessary amendments to the Portland Regional Transportation Plan and the Vancouver Metropolitan Transportation Plan, ODOT requests \$3 million in FFY 2003 from the National Corridor Planning and Development Program to conduct a Tier 1 Environmental Impact Statement for vehicle and transit crossings of the Columbia River, and associated interchange improvements between SR 500 in Vancouver and Columbia Boulevard in Portland.

In addition, the Coast Guard is currently completing an evaluation of the railroad swing-span across the Columbia River to determine if it is eligible for funding under the Truman-Hobbs Act. Pending the outcome of that study,

¹ The Tri-Met general funds offset by the federal appropriations for bus purchases in FY03 will be prioritized to first, fund the environmental work and preliminary engineering for the South Corridor study, complete the Milwaukie Southgate Park & Ride, complete funding for the Clackamas Town Center Transit Center improvements identified in the Locally Preferred Strategy (LPS), then for other south corridor bus-related projects as appropriate, and finally, for other regionally identified transit priorities.

there may be a request for an appropriation to build the recommended project. Also, ODOT anticipates seeking funding from the reauthorization of TEA-21 for construction of the widening of I-5 between the Delta Park to Lombard Interchanges.

6. Columbia River Channel Deepening. The U.S. Army Corps of Engineers completed the Biological Assessment in January, and a National Marine Fisheries Service/U.S. Fish and Wildlife biological Opinion is expected in March 2002. If the opinion is favorable, \$11.5 million in ecosystem restoration, research, and monitoring funds will be sought in the FY2003 Energy and Water Appropriations bill. Congress appropriated \$4.5 million for the project in FY 2001, which funded the extensive scientific analysis that resulted in the new Corps of Engineers Biological Assessment.
7. Regional Highway Projects.

High Priority Projects

- Request \$2 million for Sunnyside Road 122nd-142nd construction for Clackamas County.
- Request \$6 million for Boeckman Rd. extension.
- Request \$10 million for Sunrise Corridor Unit 1 PE/DEIS/FEIS for Clackamas County.
- In addition, the region requests \$2 million for Columbia Boulevard Interchange PE/DEIS/FEIS from the Borders and Corridors Program.
- Request \$5.25 million for Powell Boulevard 174th to Burnside reconstruction for Gresham.
- Request \$2.5 million for Hwy. 26/Cornelius Pass Interchange.

Additional Requests

- Request \$3.5 million for Lake Road Street Improvements Oatfield to Hwy. 224 for Milwaukie.
 - Request \$1.5 million for Gibbs St. pedestrian overcrossing PE for City of Portland.
 - Request \$0.300 million for Highway 99E (Martin Luther King Ave.) at Fremont intersection improvements for City of Portland.
 - Request \$1 million for Highway 43 (Macadam) at Bancroft St. intersection improvements for City of Portland.
8. Amtrak South Station. The region is seeking \$1 million in federal capital construction matching funds for a new Amtrak station at Oregon City from the National Rail Development and Rehabilitation Program.
 9. High Speed Rail. Support High Speed Rail Investment Act (S. 250) or similar legislation to fund necessary improvements in high-speed rail corridors.

10. Transportation and Community and Systems Preservation.
 - Request \$1 million for Metro's Kenton Station Seed & Feed Transit Oriented Development Project.
 - Request \$3.5 million for Gresham Civic Neighborhood LRT Station project.
 - Request \$3 million for Clackamas County's Sunnyside Village land and construction.
 - Request \$3.5 million for Railroad Avenue Multi-Modal Reconstruction for Milwaukie.
11. Intelligent Transportation System. Request \$4.25 million appropriation for the State of Oregon's ITS initiatives. (Placeholder).
12. Central City Streetcar. For FY 2002, request \$1 million in HUD funds for Preliminary Engineering to extend the streetcar through North Macadam's 130-acre undeveloped area.
13. Jobs Access. Request \$2.8 million for Jobs Access programs.

B. Washington Transit Projects

1. Intelligent Transportation Systems (ITS). Request \$1.5 million in planning funds for C-Tran's Automated Vehicle Locator (AVL) project. **(DRAFT)**.
2. 99th Street Park and Ride. Request \$1.0 million for construction.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-XXXX, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2003 APPROPRIATIONS

Date: February 6, 2002

Prepared by: Andy Cotugno

BACKGROUND

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

The proposed position paper addresses several critical regional transportation issues. The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects within the next three to five years at the same time: Interstate MAX and Wilsonville to Beaverton commuter rail. Additionally, there are several complementary projects for which the region is requesting funding; bus and bus facility purchases in support of the South Corridor transit study, Wilsonville park and ride, Gresham civic neighborhood light rail station, Kenton TOD project, Sunnyside Village TOD and Central City streetcar extension to North Macadam.

Oregon and Washington continue to work to develop a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues addressed in the paper include Columbia River channel deepening and high-speed rail.

Other regional projects identified for funding requests include: Sauvie Island bridge replacement, Sunrise Corridor Unit 1 DEIS, Powell Boulevard in Gresham, Sunnyside Road, Boeckman Road extension, Hwy. 26/Cornelius Pass interchange, Amtrak south station, State of Oregon and C-Tran intelligent transportation systems, and Jobs Access program.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 00-869A and Resolution No. 00-2968B and must be amended into the Metro Transportation Improvement Program.
3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain

funding for one or more of the projects could affect the FY 02-03 Transportation Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 02-XXXX for submission to the Oregon Congressional delegation for consideration in the FFY 03 Appropriations Bill.

**METRO**

DATE: February 6, 2002
TO: JPACT Members
FROM: Andy Cotugno
SUBJECT: MTIP Refinement Work Plan

* * * * *

At the conclusion of the 2002 - 05 MTIP allocation process, Metro staff was directed by JPACT and the Metro Council to provide a review of the MTIP program policies and objectives prior to the next allocation process. As you know, the last allocation resulted in a number of outstanding policy issues regarding the appropriate use of flexible federal funding in the context of the 2040 growth concept and other sources of revenue. Enclosed is a description of the work program to review the program objectives and the decision process to apply to the 2004 - 07 allocation process.

The purpose of this work is to reach a decision on the policy direction of the MTIP program, the decision process by which projects are selected, the technical and administrative measures used to rank projects and to ensure this decision is administered in the 2004 - 2007 MTIP allocation process. The work program will also address greater public understanding of the MTIP program and transportation funding in the region.

The draft work program is divided into two sections; the policy and process refinement work that will occur this spring and summer, and the 2004 - 2007 allocation process that will begin this fall. A timeline for each section is provided at the back of the work plan. The policy and process refinement work plan section includes identification of program policy and process issues, development of a program policy report, and refinement of the technical ranking measures and project selection process. Elements of the 2004 - 2007 MTIP allocation work plan section include project solicitation, project selection, MTIP adoption, program promotion and recognition, and implementation.

Metropolitan Transportation Improvement Program Policy and Process Refinement and 2004 - 2007 Allocation

Introduction

In order to strengthen the link between Metro's growth management policies and the allocation of transportation funds, a work program will be developed to refine the Metropolitan Transportation Improvement Program (MTIP).

Following are proposed areas of discussion to develop a work program for February 2002 through December 2003. This work program will lead to a refined MTIP allocation process for the fiscal years of 2004 through 2007. Topical areas include issue identification, program policy direction and objectives, technical ranking refinement, project selection process refinement, project application solicitation, project selection, adoption, program recognition, and implementation.

Policy and Process Refinement

Issue Identification

Metro project staff will review past allocation practices and meet with stakeholders to identify issues related to policy implementation and the allocation process of the MTIP. A brief presentation will be prepared to summarize the current issues and provide context for meaningful input by stakeholders.

Products

- A. Presentation of research and policy issues
- B. Stakeholder survey
- C. Summary report on research findings, stakeholder surveys and public perspectives

Decision Bodies and Due Date

Products will be complete by March and provided as information to decision-makers.

Work Items

- A. Research and Development of Presentation Material
- Summarize information to help provide understanding to the MTIP rules and policies.
- 1. Federal rules regarding transportation funding
 - 2. Metro Functional Plan policies including RTP Section 1.3.7 and 6.5
 - 3. Description of existing Metro/JPACT/TPAC decision-making process
 - 4. Prior years MTIP decision-making process (policy, solicitation, technical ranking, allocation)
 - 5. Unresolved issues identified in previous MTIP allocation processes,
 - 6. Summary of state and local transportation revenues and expenditures in the region; local, MTIP, STIP.

B. Stakeholder Interviews;

Interview stakeholders to gather input on individual views of spending goals/priorities of the MTIP (leverage 2040, multi-modal system, congestion relief, etc.), and desired refinements in the allocation process (what are needs and wants from process, what are possible methods of allocation to maximize effectiveness of policy implementation, other).

1. Metro councilors
2. County coordinating committees
3. Program topical stakeholders
4. JPACT and MPAC members
5. 2040 Centers groups
6. Economic development agencies
7. Transportation advocacy groups
8. Others upon request.

C. Public Perspective Research;

Evaluate Metro survey information (e.g., 2001 Davis - Hibbetts), previous MTIP public testimony and other outreach activities to better understand public perspectives on allocation priorities. In addition, consider the 2002 Metro Conference into regarding transportation funding priorities.

Develop Policy Direction and Program Objectives

Based on research and stakeholder interviews and consistent with RTP Goals, draft a report for JPACT and Metro Council on the MTIP program objectives and policy direction.

Products

- A. Policy report on MTIP program objectives

Decision Bodies and Due Date

Policy report will be adopted by JPACT/Metro Council and possibly other Metro committees (e.g., MPAC) by the end of June, 2002.

Work Items

A. Identify Strategic Program Objectives

Based on research and stakeholder interview comments, draft policy report to reach a decision on program objectives to guide project selection process. This report will expand upon the existing policy language recently adopted in the Regional Transportation Plan sections 1.3.7 and 6.5. Any policy direction inconsistent with the RTP would require an RTP amendment.

B. Summarize and Propose MTIP Funding Policies

1. Outline regulatory restrictions
2. Evaluate freeway/highway eligibility policy
3. Evaluate policy for funding projects previously funded by MTIP for planning and PE
4. Direction on potential of funding new project categories
5. Funding "2040 supportive" projects outside of centers/employment areas
6. Address other issues identified during research/outreach.

C. Public Outreach Focus

Define an outreach process to facilitate public comment on draft policy direction.

Refine Technical Ranking

Refine technical ranking criteria to reflect new program objectives, as necessary.

Products

- A. New project evaluation structure
- B. New data and project ranking criteria for any new project categories
- C. Updated technical ranking sheets with new criteria and scoring measures

Decision Bodies and Due Date

Project categories, criteria and scoring measures will be presented to TPAC, JPACT, Metro Council and possibly other Metro committees for comment as informational items in July, prior to project solicitation. The decision making process at this step will be coordinated with the policy direction report previously described on page 2 of this work plan.

Work Items

A. Review Existing Project Categories

Based on research and stakeholder interview comments about desired process refinement, existing policies and requirements, redefine how project applications are categorized and evaluated. Existing MTIP modal categories may be added, dropped or consolidated.

B. Identify New Project Categories

Evaluate funding categories or revised ranking criteria within existing categories to emphasize new program objectives. This entails developing adequate data for a technical evaluation of competing projects and to work with jurisdictions and agencies to adequately prepare and nominate eligible projects. Following are categories that Metro staff has identified for consideration through this process. Stakeholders will be asked to identify any additional categories.

1. Green Streets
 - a. Regional streets; new and retrofit categories
 - b. Local streets demonstration project (?)
 - c. Culverts and wildlife crossings.
2. Corridor Planning Implementation
 - a. I-5 Trade Corridor
 - b. Highway 217
 - c. Powell/Foster.
3. UGB Expansion Areas
4. Centers Development
Review MTIP project categories and consider linking to land use based planning prioritization and implementation model.
5. Others.

- C. Develop or revise technical ranking measures based on new policy direction and organized by new project categories.
1. Internal Metro staff interviews (DRC, Travel Forecasting, Community Development) on what measures are possible to implement adopted policies and the meaning and limits of available data
 2. Topical stakeholder interviews on what should and can be measured to implement adopted policies
 3. Integrate post-allocation reporting from jurisdictions and agencies on construction progress and post-construction performance measures into future technical ranking measures.

Refine Project Selection Process

Products

Project selection materials and process that facilitates a decision on implementation of program objectives.

Decision Bodies and Due Date

A decision process for project selection will be presented to TPAC, JPACT, Metro Council and possibly other Metro committees for comment as informational items in July, prior to project solicitation.

Work Items

- A. Provide options to incorporate Metro Committee input into project selection process.
- B. Identify prior policies to fund or prioritize specific projects.
- C. Define public outreach strategy
1. Metro policy requirements
 2. Identify additional opportunities
 3. Coordination with State Transportation Improvement Program (STIP) outreach
 4. Process for summarizing comments and integrating into administrative criteria for selection process.

2.007 MTIP Allocation

2.007.001 of Project Applications

2.007.001.1 Active role for Metro in seeking project proposals from jurisdictions and agencies consistent with regional goals and policies and revised MTIP program objectives.

2.007.001.2

- 1. Presentations for project solicitation meetings with local governments and agencies
- 2. Coordination of project applications with jurisdictions and agencies

2.007.002 Bodies and Due Date

2.007.002.1 Interjurisdictional and Agency coordination on solicitation of applications will take place in September and October 2002 by Metro staff and elected officials. Pre-application conferences will take place prior to the application deadline in November 2002.

2.007.003 Items

2.007.003.1 Local Coordination

2.007.003.1.1 Develop mutually beneficial relationships on projects that are of common local/regional interest. This includes communicating the regional vision while listening to local concerns and priorities.

- 1. Develop presentation material on regional policies and goals and how adhering to regional goals collectively benefits all individual jurisdictions.
- 2. Identify transportation centers, corridors, status of planning in these areas and project examples (from RTP Priority list) tailored to each jurisdiction.
- 3. Schedule meetings between Metro Councilors and staff and local and agency representatives.
- 4. Metro Councilor and/or staff presentation to coordinating committees to kick-off MTIP project solicitation phase.

2.007.003.2 Follow-up strategy

2.007.003.2.1 Metro jurisdictions and agencies apply for desired projects in next MTIP process.

- 1. Letter from Metro restating the local concerns heard at the meeting and suggesting other follow-up action to address issues that are outside of MTIP priorities (technical help developing local funding sources, ODOT coordination, etc.)
- 2. Identification of key staff to follow through on project development
- 3. Ensure projects are incorporated into local Capital Improvement Programs
- 4. Ensure adequate local public outreach meets Metro's procedures for public involvement.

- C. Coordinate with STIP; identify opportunities for jointly funded projects and provide regional input on state funding program.
1. Modernization (Interstate, 4R, NHS, STP, State Trust Fund)
 2. Bridge
 3. Pavement
 4. Safety.
- D. Coordinate with Tri-Met funding
1. Transportation Investment Plan (5 year plan)
 2. New Starts federal capital program
 3. Other federal capital program funding
 4. Annual Service Planning.
- E. Pre-Application Conferences
- Schedule pre-application conferences in each of the coordinating committee areas and with Tri-Met, ODOT and the Port to ensure applications are completed accurately.

Project Selection

Products

- A. Project allocation list with regional consensus that implements regional priorities and addresses local needs and MTIP program objectives. The list will include complete information and be understandable for public review.

Decision Bodies and Due Date

Project selection for the '04-'07 MTIP will be adopted by JPACT/Metro Council in April 2003.

Work Items

- A. Technical ranking by project category; appropriate background information and outreach material.
- B. Committee and Council presentations and decision process.
- C. Implementation of public involvement process.

MTIP/STIP Adoption

Products

- A. Coordinated and efficient administration of MTIP funding with regulatory requirements and other transportation funding programs.
- B. Completion of an integrated 2004 - 2007 MTIP/STIP for submittal to the Oregon Transportation Commission and US Department of Transportation.
- C. Completion of an integrated MTIP/STIP suitable for public audiences.
- D. Completion of an air quality conformity determination.

Decision Bodies and Due Date

Adoption of the '04-'07 MTIP will be made by JPACT/Metro Council in July 2003.

Work Items

- A. Air Quality Conformity
- B. STIP Integration
- C. Summary of Tri-Met federal funding
- D. Documentation and notification requirements
- E. Complete public review process.

Program Promotion & Recognition

Products

- A. Public information tools that promote understanding of the program, its objectives and implementation.

Decision Bodies and Due Date

The new program name will be selected prior to the project solicitation phase in September, 2002. Other products and work items will be on-going through the course of the program.

Work Items

The following activities or items are proposed to better showcase the MTIP.

- A. New program name and/or identity. Develop a name or identity that reflects the program as an implementation tool for the 2040 Growth Concept and/or the RTP.
- B. Coordination with Executive and Council offices on Agency mission and outreach work (2040 Re-engagement, etc.).
- C. Coordinate with Planning Department strategy of growth management outreach. Create events that team with other department work to showcase how the MTIP helps implement Metro's growth management mission.
- D. Conference presentation and award applications - look for opportunities to showcase the program and individual projects.
- E. Conditions on agencies receiving allocations
 - 1. Metro logo and funding description on all project literature and signage
 - 2. Metro elected officials partnering in project events
 - 3. Comply with new process developed to provide Metro with feedback on construction progress and performance of funded projects.

- F. Program publication
 - 1. Describe program goals of implementing regional growth management policies
 - 2. Describe funding sources and allocation process
 - 3. Highlight selected projects and describe how they implement 2040 growth concept
 - 4. Summarize "performance" of program and other transportation resources spent in the region in implementing RTP and/or the 2040 growth concept.
- G. Web presence with project descriptions, site pictures and plans, timelines, summary of finished projects.
- H. Annual list of projects that updates progress and implementation timing of projects selected through the MTIP process that are still active.

Implementation

Products

- A. Identification of post-construction project performance measures by project category
- B. Summary of jurisdiction/agency reports on construction updates and project performance
- C. Proposed changes to project ranking and performance measures based on project feedback.

Decision Bodies and Due Date

Post-construction measures will be drafted prior to project solicitation phase in September. Other products and work items will be on-going by staff.

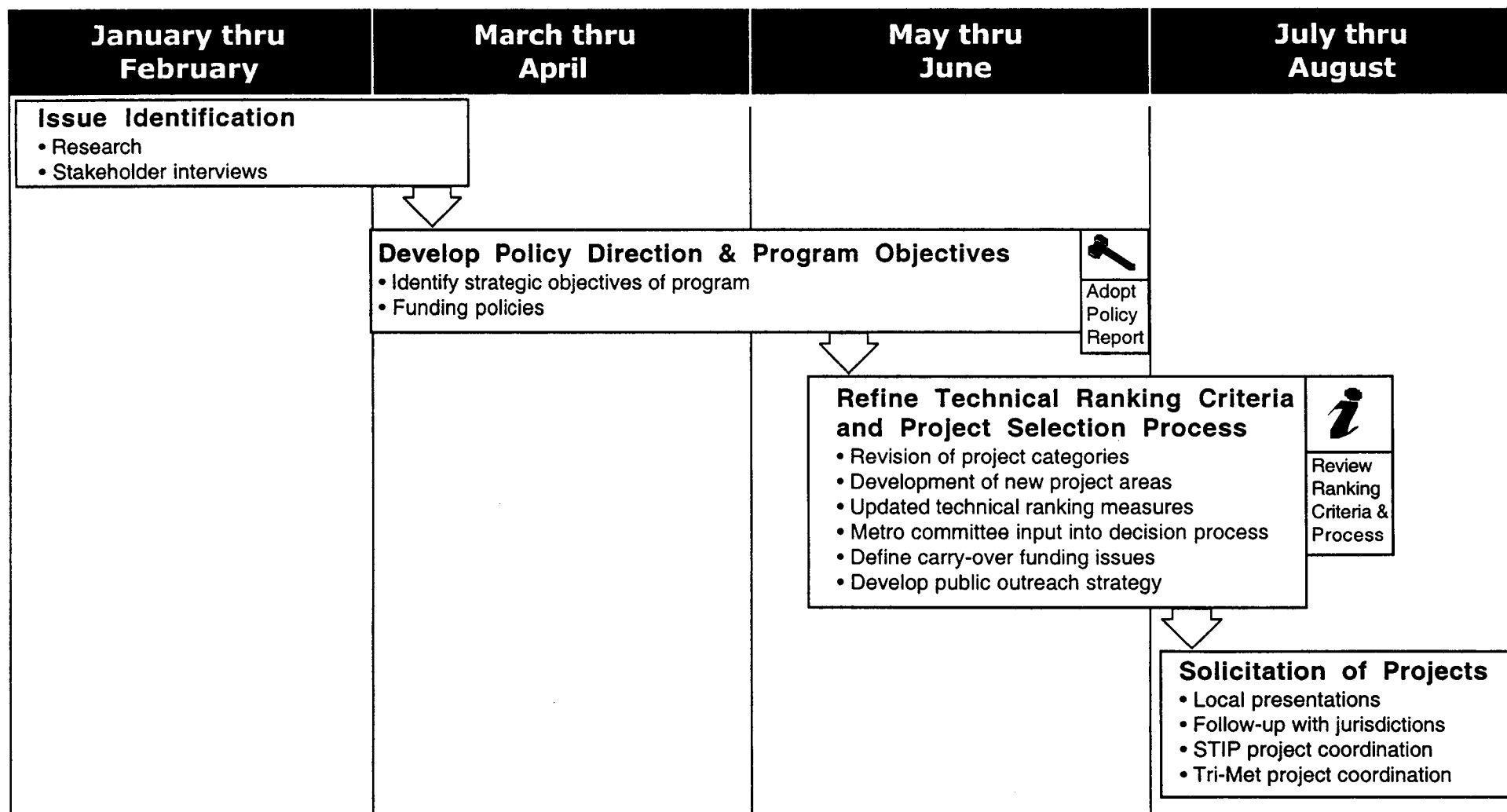
Work Items

- A. Monitoring of Projects
 - 1. Create list of implementation goals and project performance measures for each project category2004 - 2007 MTIP
 - Is infill happening near Boulevard projects?
 - Are safety improvements making facility safer?
 - How are green street improvements performing on stormwater management?
 - Transit ridership data?
 - 2. Develop feedback process to report on whether projects are being built or performing as proposed in the application or subsequent agreements.



DRAFT

MTIP Policy & Process Refinement 2002



Policy Decision



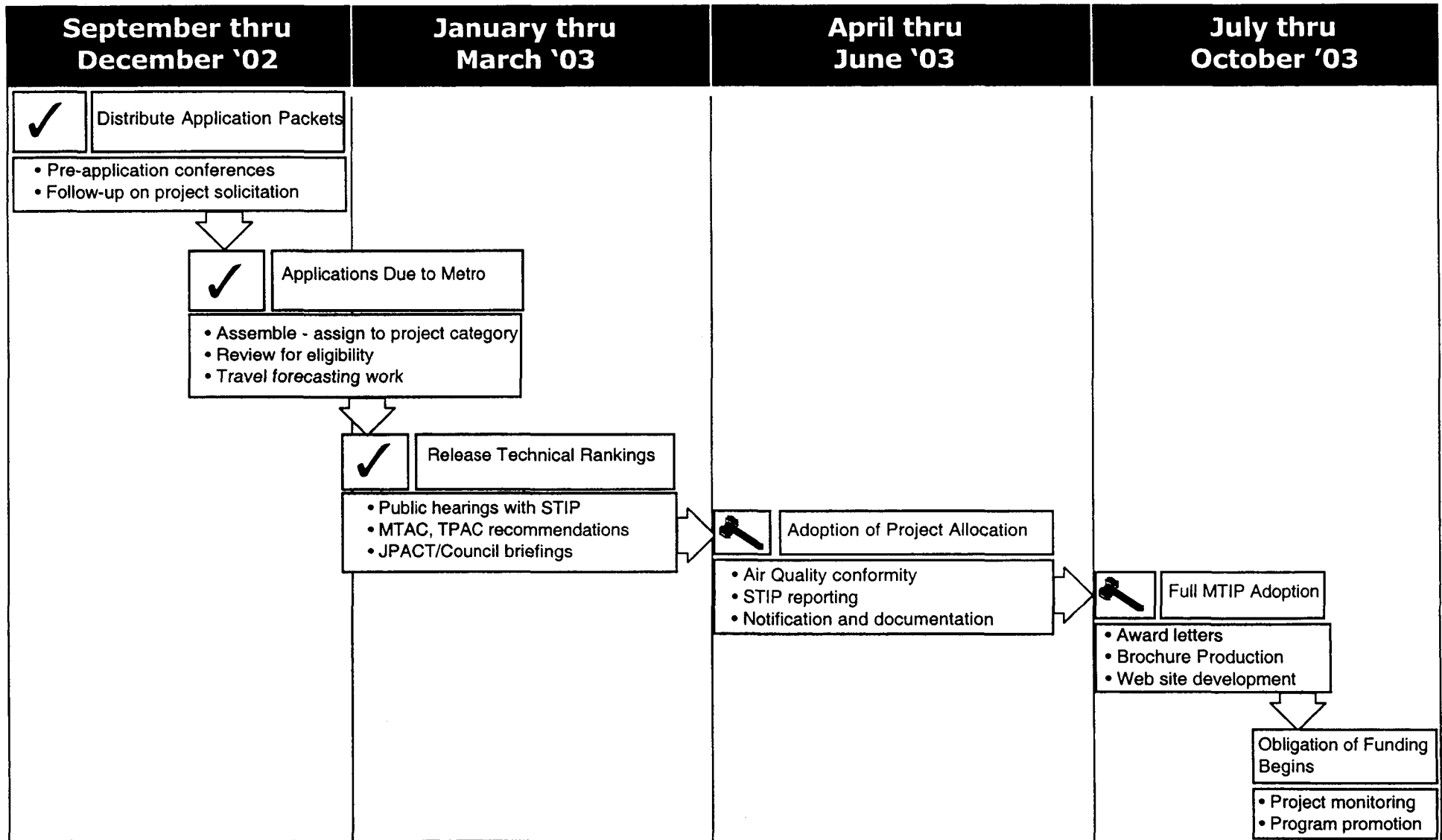
Informational Briefing

February 5, 2002



DRAFT

2004 - 07 MTIP Allocation Process



Completion Date
for Technical Work



Policy Decision

February 5, 2002

Comparison of Priorities 2001 Ranking Criteria

JPACT/Metro Council Adopted Ranking Criteria

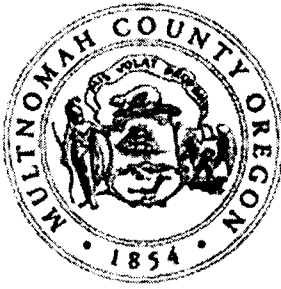
- Address 2040 land use objectives 40 points
- Improve safety 20 points
- Effectiveness and cost effectiveness 20 points
 - Road mod and recon, freight, pedestrian, and bicycle objective: increasing mobility
 - TOD and TDM objective: reducing VMT
 - Transit objective: increasing riders
 - Boulevard objective: boulevard design elements;
- Implementation of project category specific objectives: 20 points
 - Road modernization: reducing congestion
 - Road reconstruction: updating road to current standards
 - Boulevards: enhancing access to alternative modes
 - Freight: reducing delay of freight movement
 - Pedestrian, bicycle, TOD, transit, TDM: increase alternative mode share of trips
 - TOD: increase density

Projects were assigned to one of the above project categories; road modernization, road reconstruction, boulevard design, freight, pedestrian, bicycle, TOD, transit, or TDM. Projects were then ranked for technical merit within each category.

2001 Supplemental Council Criteria

- Project supports 2040 center, main street or station community
- Project supports 2040 industrial center or inter-modal connector
- Project manages demand or enhances the existing transportation system
- Project promotes an alternative to the single-occupant vehicle
- Project contributes to the development of a multi-modal transportation system
- No other readily available funding source for the project.

The council evaluated each project based on how many supplemental criteria the project met. The council then used this evaluation to identify a list of priority projects, representing approximately 73% of the available MTIP funding in the 2002 - 2005 cycle.



Commissioner Maria Rojo de Steffey District 1

501 S.E. Hawthorne Blvd., Ste. 600
Portland, Oregon 97214
Email: District1@co.multnomah.or.us

Building Phone: (503) 988-5220
Fax: (503) 988-5440

MEMORANDUM

DATE: February 6, 2002

TO: JPACT Members

FROM: Commissioner Maria Rojo de Steffey, Multnomah County

RE: Sauvie Island Bridge

At our January JPACT meeting, I described an urgent situation on the Sauvie Island Bridge that Multnomah County staff discovered in late December. I would like to give you a brief status of the situation and explain our funding strategy for this bridge. We are approaching this critical problem with a short-term and a long-term strategy.

Since the January JPACT meeting, our consultant identified 11 more cracks that need to be fixed prior to allowing truckloads of 80,000 pounds (the legal load limit). This will be a temporary improvement to the bridge that we can address using County funds. We plan to have the temporary improvements in place by the end of February.

At this time we do not have an engineer's estimate as to how long our temporary improvement will last. We are still deliberating how we will accommodate those businesses that need to haul heavier loads (up to 105,500 pounds). Due to the uncertainty of the temporary improvements, I feel strongly that we need to move quickly to start preliminary work on our long-term strategy to replace the bridge. We currently have a consultant working on a Tier I Bridge Siting Study that will give us preliminary environmental information on possible locations for a new bridge and any fatal flaws. This work will be extremely useful as we move into the required environmental work for a bridge replacement.

Multnomah County is requesting \$3-5 million from Bridge Discretionary Funds in federal fiscal year 2003. We have submitted this request as part of JPACT's Federal Priorities paper that JPACT will be approving at the February 14, 2002 meeting. I am asking for your support of this project. As you know, we are also responsible for 5 other bridges within the metropolitan area and our funding must address the urban and rural bridges. We are anticipating that the cost of

Sauvie Island Bridge

Page 2

building a new bridge is around \$30 million, an amount that will be difficult to secure through any source.

This bridge is also crucial to ensuring that Sauvie Island remains the rural, agricultural resource that it is today. The island is home to many farms, our county's only remaining dairy and a lumber mill that employ hundreds of workers and serve customers in the metropolitan region, the Pacific Northwest, the nation and overseas. The current load constraint on the bridge threatens the farming traditions and livelihood of island residents and businesses. A new bridge, built to accommodate the industry standard, will allow island businesses to compete and remain viable.

Thank you for your support.

Cc: Multnomah County Commissioners

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUBMITTING)
TO THE VOTERS AN AMENDMENT TO)
THE METRO CHARTER REQUIRING) RESOLUTION NO. 02-3163
PROTECTION OF EXISTING SINGLE)
FAMILY NEIGHBORHOODS, COST)
IMPACT STATEMENTS REGARDING)
URBAN GROWTH BOUNDARY) Introduced by Councilor Burkholder
AMENDMENTS, AND NOTICE TO)
AFFECTED NEIGHBORHOODS)
)

WHEREAS, the region's residential neighborhoods are a critical ingredient in the region's livability; and

WHEREAS, residential neighborhoods are a key component of Metro's 2040 Growth Concept for the region; and

WHEREAS, Metro and the people of the region can achieve a more livable form of urban development by accommodating most growth in city centers and along major transportation corridors, without significant change in the region's existing residential neighborhoods; and

WHEREAS, better information about the costs of growth for citizens of the region leads to better decisions in the region about how to accommodate growth; now, therefore,

BE IT RESOLVED:

1. That the Metro Council hereby submits to the qualified voters of the district the question of amending the Metro Charter to require protection of existing single family neighborhoods, cost impact statements regarding urban growth boundary amendments, and notice to affected neighborhoods and making related changes as set forth in Exhibit "A";

2. That the measure should be placed on the ballot for the General Election to be held on May 21, 2002;
3. That the district shall cause a Notice of Measure Election and Ballot Title as set forth in Exhibit "B" to be submitted to the Elections Officer and the Secretary of State of Oregon in a timely manner as required by law; and
4. That the Executive Officer, pursuant to Oregon Law and Metro Code Chapter 9.02, shall transmit this measure, ballot title and explanatory statement to the Multnomah County Elections Officer for inclusion in any county voters' pamphlets published for the election on this measure.

ADOPTED by the Metro Council this ____ day of _____ 2002.

Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

EXHIBIT A

Amendment To Metro Charter

Section 1. Section 5 of the Metro Charter is amended to add the following provisions:

(4) Protection of Livability of Existing Neighborhoods

(a) Livability Protection. The Regional Framework Plan and any Metro ordinance adopted to implement the Plan shall protect the livability of existing neighborhoods taking into consideration air pollution, water pollution, noise, and crime as well as provision of an adequate level of police, fire, transportation and emergency services, public utilities, and access to parks, open space and neighborhood services.

(b) Density Increase Prohibited. Neither the Regional Framework Plan nor any Metro ordinance adopted to implement the plan shall require an increase in the density of single-family neighborhoods within the existing urban growth boundary identified in the plan solely as Inner or Outer Neighborhoods.

(c) Report on Effects of Proposed Urban Growth Boundary Amendment. Prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres the Council shall prepare a report on the effect of the proposed amendments on existing residential neighborhoods. Copies of the completed report shall be provided to all households located within one mile of the proposed urban growth boundary amendment area and to all cities and counties within the district. The report shall address:

- i. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- ii. Whether parks and openspace protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- iii. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

(d) Implementation. The Metro Council shall implement the requirements contained in Subsections a, b, and c within one year of adoption thereof.

Section 2

- (a) The amendments to the Metro Charter for which provision is made in this measure shall be paramount, shall take effect and shall have precedence over the amendments to the Metro Charter proposed in Ballot Measure 26-11 if both measures are approved at the Oregon primary election conducted on May 21, 2002, and the number of affirmative votes cast for this measure is greater than the number of affirmative votes cast for Ballot Measure 26-11. In such event, Ballot Measure 26-11 shall not become effective.
- (b) The amendments to the Metro Charter for which provision is made in Ballot Measure 26-11 shall be paramount, shall take effect and shall have precedence over the amendments to the Metro Charter proposed in this measure if both measures are approved at the Oregon primary election conducted on May 21, 2002, and the number of affirmative votes cast for Ballot Measure 26-11 is greater than the number of affirmative votes cast for this measure. In such event, this measure shall not become effective.

Section 3

- (a) Subsection 4(b) of Section 5 of the Metro Charter of this Measure is repealed on June 30, 2015 unless at the general election held in 2014, a majority of the electors voting on the question of whether or not to retain Subsection 4(b) of Section 5 of the Metro Charter as part of the Metro Charter vote to retain the subsection. If the electors vote to retain the subsection, Subsection 4(b) of Section 5 of the Metro Charter of this measure shall remain in effect. If a majority of the electors do not vote to retain Subsection 4(b) of Section 5 of the Metro Charter of this measure, then that subsection is repealed on June 30, 2015.
- (b) By appropriate action of the Metro Council, the question described in subsection (a) of this section shall be submitted to the people for their decision at the general election held in 2014.
- (c) This section is repealed on January 1, 2016.

EXHIBIT B

BALLOT TITLE

CAPTION: AMENDS METRO CHARTER: PROTECTS NEIGHBORHOODS' LIVABILITY; REQUIRES BOUNDARY AMENDMENT REPORT

QUESTION: Shall Metro Charter: protect neighborhoods' livability; prohibit Metro density increase in single-family neighborhoods; require report on proposed boundary amendments' effects?

SUMMARY: Amends Metro Charter's regional planning provisions to protect livability of existing neighborhoods. Prohibits Metro from requiring density increase in identified single-family neighborhoods. Requires report on effects of certain proposed growth boundary amendments on existing residential neighborhoods, including impacts on traffic and parks. Requires report be provided to households within one mile of proposed growth boundary amendment and to all cities and counties within Metro. Measure becomes effective instead of Ballot Measure 26-11 if it obtains more affirmative votes. Requires revote in 2014 to remain effective.

EXPLANATORY STATEMENT

This measure refers to voters proposed amendments to provisions of the Metro Charter dealing with Regional Planning Functions. It requires the Regional Framework Plan and any Metro ordinance implementing it to protect the livability of existing neighborhoods. The measure also prohibits Metro from requiring increased density of identified existing single-family neighborhoods.

Currently, Metro performs required land-use planning activities under Oregon's land-use planning program. Oregon law authorizes Metro to adopt "functional plans" addressing matters that affect responsible development of greater metropolitan Portland. Metro may recommend or require changes to local governments' comprehensive land use plans and to ordinances that implement those plans.

In 1996, after consulting with the Region's elected officials, Metro exercised its authority by adopting the Urban Growth Management Functional Plan, which sets forth performance standards for increasing housing supplies. These standards require an increase of capacity for housing inside the Urban Growth Boundary before considering any further boundary expansion. The standards also allow cities and counties to increase housing densities selectively in areas that local governments determine are most suitable for future development.

In 1997, Metro adopted the Regional Framework Plan, which contains housing supply standards that parallel those of the Urban Growth Management Functional Plan and also identifies certain neighborhoods as "inner" or "outer" neighborhoods. This measure would require certain

changes to the Urban Growth Management Functional Plan and the Regional Framework Plan. The Metro Council must implement those changes within one year if this measure is adopted.

The proposed measure amends the Metro Charter to require that the Regional Framework Plan and any ordinance implementing it protect the livability of existing neighborhoods. In doing so, Metro must consider factors including air and water pollution, crime, and the provision of an adequate police, fire, transportation and emergency services, as well as public utilities, and access to parks, open space and neighborhood services.

The measure prohibits the Regional Framework Plan or any Metro ordinance adopted to implement it from requiring an increase in the density of existing single-family neighborhoods inside the urban growth boundary that are identified in the plan solely as "Inner" or "Outer" neighborhoods.

The proposed measure requires that before approving any amendment to the urban growth boundary in excess of 100 acres the Metro Council must prepare a report on the effect of the proposed amendment on existing residential neighborhoods. The report must address traffic patterns, the potential addition of parks and openspace protection to benefit existing and future residents of the added territory; and the costs to existing residents of providing public services to the additional area. The report must be provided to all households within one mile of the proposed urban growth boundary amendment area and to all cities and counties within Metro.

The measure provides that if both it and Ballot Measure 26-11 are approved, only the measure with the greater number of affirmative votes will become effective. This measure is repealed on June 30, 2015, unless a majority of voters in the 2014 general election vote to retain it.

MSR 26-11

NEIGHBORHOOD PRESERVATION ACT OF 2000

PREAMBLE

RECEIVED

00 JAN 21 PM 5:03

JOHN L. ERVIN
DIRECTOR OF ELECTIONS

WHEREAS,

- 1) Increased housing density adds new apartments, rowhouses, and condominiums to established residential neighborhoods;
- 2) Increased housing density disrupts existing neighborhoods, and alters the stability of the overall land use pattern of the community;
- 3) Increased housing density causes tremendous increases in traffic congestion, commute times, and air pollution;
- 4) Increased housing density limits land available for neighborhood parks and open spaces, and increases the demand on existing parks and open spaces;
- 5) Increased housing density increases the demand on existing public services, including fire, ambulance, and police services;
- 6) Increased housing density increases the demand on existing water and sewer systems, many of which may not be designed to handle the demand caused by increased housing densities;
- 7) Increased housing density increases the demand on our existing schools and school facilities;
- 8) Increased housing density costs taxpayers money.

Be It Enacted By the Citizens of the Metropolitan Service District:

Section 5 of the Metro Charter is amended as follows:

- (4) Notwithstanding any other provision of this section, the metro council shall not adopt any ordinance which requires, either directly or indirectly, a city or county within the jurisdiction of Metro to increase housing densities or adopt minimum density requirements on residential land within the city or county.
- (5) Prior to a city or county within the jurisdiction of Metro adopting a legislative amendment to a comprehensive plan or zoning ordinance to increase housing densities or to adopt minimum density requirements on residential land within Metro's jurisdiction, Metro shall mail notice of the proposed comprehensive plan or zoning ordinance amendment to all households within the area affected by the proposed comprehensive plan or zoning ordinance change. In addition, Metro, upon a city or county proposing a comprehensive plan or zoning ordinance amendment to increase housing densities, shall prepare a report on the effect of a proposed housing density increase. The report shall address the following factors:

explanations of any technical language used in the report. The report shall consider and address each of the factors required under (5) separately.

- (8) Any notice required under section (5) shall be mailed at least 14 days prior to the initial public hearing on any city or county ordinance which proposes to increase housing densities. Notices under section (5) shall give the time and place of the public hearing, and a telephone number of the planning office for the city or county which is proposing the density increase.
- (9) Notices required under section (5) shall be prepared in a manner that is understandable to the public. The purpose of the notice is to provide information only. The notice prepared under section (5) shall be limited to a concise and impartial statement of the proposed ordinance amendment, and the information required under section (8).
- (10) Immediately upon passage of this Act, the Metro Council shall, in accordance with all applicable laws, repeal any Metro ordinance, or portion thereof, which establishes minimum housing densities or minimum density requirements on residential land within the jurisdiction of Metro, or which requires a city or county within the jurisdiction of Metro to increase housing densities or adopt minimum density requirements on residential land within the city or county.
- (11) For purposes of sections (4), (5), and (10), residential land includes all land zoned in a manner which will allow the siting of housing, including, but not limited to, residential zones or mixed zones allowing residential use.
- (12) If any phrase, clause, section, part, or application of this Act is declared unconstitutional or otherwise unenforceable by a court of competent jurisdiction, the remaining phrases, clauses, sections, parts and applications shall remain in full force and effect.
- (13) The preamble used in this initiative is provided only for the convenience of the reader and does not become part of the Metro Charter or express any intent of the people in the adoption of this amendment. This section (section 13) is repealed on February 1, 2001.

CAPTION: PROHIBITS, REPEALS METRO HOUSING DENSITY REQUIREMENTS; REQUIRES NOTICE; AMENDS CHARTER

QUESTION: Shall Metro Charter: prohibit Metro housing density increases; repeal existing density requirements; require notice of local government proposed density increases?

SUMMARY: Amends Metro Charter provisions concerning regional planning functions. Prohibits Metro Council from adopting new ordinances requiring local governments to increase housing densities or adopt minimum density requirements on residential land. Requires repeal of existing Metro density requirements. Requires Metro to provide mailed notice to affected households of proposed amendments to local comprehensive plans or ordinances that increase housing densities or adopt density requirements. Requires Metro report on effect of proposed housing density increases. Describes affected households, residential land. Provides other notice requirements. Includes other provisions.

"The proposed initiative also requires Metro to provide 14 days' notice by mail to affected households before a city or county adopts a legislative amendment to a comprehensive plan or zoning ordinance that would increase housing densities or adopt minimum density requirements. Under the proposal, all households within 500 feet of property subject to increased housing densities will be considered affected. Metro can also provide notice to other households."

"In addition to providing notice of the proposed local government act, Metro must prepare and provide to the public a report on the proposed housing density increase that addresses the effect of an increase in housing densities on existing traffic patterns, availability of land for parks and open spaces, emergency services, public infrastructure, schools, and wildlife."

JPACT Members and Alternates

| | FIRST_NAME | LAST_NAME | ORGANIZATION | REPRESENTING | CITY | STA ZIP/COI | SALUTATION | PHONE | FAX | CONTACT | EMAIL |
|-------|------------|-----------------|---------------------|----------------------|-------------|-------------|------------------------------|---------------|--------------|---------------------------|--|
| ✓ 1. | Rod | Monroe | Metro | Chair | Portland | OR 97232- | Councilor Monroe | 503-797-1588 | 503-797-1793 | Pat Manhalter, x1709 | monroer@metro.dst.or.us |
| ✓ 2. | Rex | Burkholder | Metro | Metro | Portland | OR 97232- | Councilor Burkholder | 503-797-1546 | 503-797-1793 | Sheri Humble, x1543 | burkholderr@metro.dst.or.us |
| ✓ 3. | Rod | Park | Metro | Mero | Portland | OR 97232- | Councilor Park | 503-797-1547 | 503-797-1793 | Rooney Barker, x1941 | parkr@metro.dst.or.us |
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| | Bruce | Warner | ODOT | ODOT | Salem | OR 97301- | Mr. Warner | 503-986-3435 | 503-986-3432 | Katie | katherine.thiel@odot.state.or.us |
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| | David | Lohman | Port of Portland | Port of Portland | Portland | OR 97208 | Mr. Lohman | 503-944-7048 | 503-944-7222 | Patty Freeman | lohmd@portptld.com |
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| | 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 |

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COMMITTEE TITLE _____

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Bernie Bottomly

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