

Portland State University

**PDXScholar**

---

Joint Policy Advisory Committee on  
Transportation

Oregon Sustainable Community Digital Library

---

3-17-2005

## Meeting Notes 2005-03-17

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: [https://pdxscholar.library.pdx.edu/oscdl\\_jpact](https://pdxscholar.library.pdx.edu/oscdl_jpact)

**Let us know how access to this document benefits you.**

---

### Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 2005-03-17 " (2005). *Joint Policy Advisory Committee on Transportation*. 400.

[https://pdxscholar.library.pdx.edu/oscdl\\_jpact/400](https://pdxscholar.library.pdx.edu/oscdl_jpact/400)

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



**METRO**

TEL 503-797-1916    FAX 503-797-1930

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

**DATE:**                **Thursday, March 17, 2005**

**TIME:**                **7:15 A.M.**

**PLACE:**               **Council Chambers, Metro Regional Center**

*Change of order*

7:15	<b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>	Rex Burkholder, Chair
7:15	<b>INTRODUCTIONS</b>	Rex Burkholder, Chair
7:20	<b>CITIZEN COMMUNICATIONS</b>	
7:25	<b>CONSENT AGENDA</b> Consideration of Minutes for the January 20, 2005 Meeting	Rex Burkholder, Chair
7:25	<b>COMMUNICATIONS FROM THE CHAIR</b> MPO Summit III Highlights	Rex Burkholder, Chair
	* Issues for Joint JPACT-MPAC Meeting	Rex Burkholder, Chair
	* Finance Committee Report / Next Meeting	Rod Park, Vice Chair
7:45	<b>DISCUSSION ITEMS</b> * Creation of TRANSPORT Subcommittee of TPAC – <u>INFORMATIONAL</u>	Andy Cotugno (Metro)
8:15	<b>RESOLUTIONS/ORDINANCES</b> * Resolution No. 05-3559 Metro-TriMet IGA Pledging MTIP funds for I-205/Transit Mall Light Rail, Washington Co. Commuter Rail and North Macadam Improvements - <u>JPACT APPROVAL REQUESTED</u> * Resolution No. 05-3529 Priorities 2006-09 Final Decision (100% Project Allocation) – <u>JPACT APPROVAL REQUESTED</u>	Andy Cotugno (Metro)  Rex Burkholder, Chair
9:00	<b>ADJOURN</b>	Rex Burkholder, Chair

---

\* Material available electronically. Please call 503-797-1916 for a paper copy  
 \*\* Material to be emailed at a later date.  
 # Material provided at meeting.  
 All material will be available at the meeting.

JPACT MEETING of March 17, 2005  
Metro Council Chamber  
600 NE Grand Avenue

Chair Rex Burkholder declared a quorum and call for order at 7:25 a.m.

Walter Valenta about the Interstate district/urban renewal district—district was founded to bring money to the most blighted area of Albina—the Killingsworth project is being shorted; A complicated partnership that may unravel. Frequently promises are made and then the money is pulled to other areas and projects in the reg.

Bill K. moved & Dave Shields seconded approval of the minutes.

Rex reviewed items

Resolution 053559 Andy—TriMet attempting to sell “worthy” bonds and this agreement will help shore up the stability of the bonds. Bonds pledge the first MTIP dollars—the first dollar in and out. This is not new money; is already committed.

Fred: In past years when we have done this we have used our general fund but the economy has depleted the tm general fund.

Brian asks questions Laurel responds (What project? Streetcar, primarily)

Fred moves, Brian seconds, motion passes unan

MTIP—hard work to bring together a package: brought bagels to empathize with the difficult decision, working together to achieve better communities and provide infrasture to that end.

Andy says we are betting the annual funding will go up from \$25 to 30 million. 10% extra is built into this package. Recommends a balance of funds—In 6 months, if the bill passes and we know what the money is going to be then reopen. Balanced commitments with contingencies—

Matt Garrett supports AC’s proposal; when do we need to exercise discipline and lock down the list? AC says we do it now; with the contingency list to be considered –check tape for clarity—in 6 months we should have firm idea of what the \$ will be--

Dave Shields questions the contingency list

Lynn Peterson—fluidity of the funds for Clackamas County

Andy responds that these allocations are not jurisdictional, they are project related and changes must come back to JPACT

Fred –argues for a balanced budget; thinks we should not make too many rules around the contingent list.

Sam Adams asks for clarification;

Rex responds

Brian moves that a package does not exceed 62.2 million; seconded by Drake; Sam asks question.

Roy Rogers votes no. all others vote yes.

Roy says there is no jurisdiction equity; this table is not rewarding us according to our efforts and Washington county is not being rewarded; we will get less than our share, especially when we are not included on the contingent list. Hard feelings in Wash County result.

Rex summarized: Base budget of 62.5—

Andy asks should we set up a contingency list now in? Rob comments that we gravel around this table all the time—Cornelius is an example of a community tried to achieve a complete community;

Same moves con. List and Rob seconds; Steve Stuart asks how a big conting. list--\$\$??

Lynn says the list begs the question of regional equity; Dave Shields asks what criteria do we use to determine how to distribute the funds.

Rex says its art—Sam says his motion is to create a limited bucket but not what's in it; defer to staff.

Rod Park regional equity question; need to think about regional equity and not just –

Maria said Multnomah County is getting \$3 million is coming from the feds but the Sellwood Bridge project is very important to Mult County but can't get going without the \$500,000 from MTIP.

Rex outlined the 3 basic issues to discussed today.

Motion on the floor: contingency list of \$5 million to prioritize. Rex calls the vote; passes unanimously. Rob suggests that the list be should be considered next month after thinking it over—Rob so moves Susie Lahsene seconds; adopt base package as recommended by TPAC.

Roy says there is still an equity issue—mentions the Powerline Trail \$600,000 is needed immediately.

Rex says we do have a time limit when the decision needs to be made.

Fred Hansen asks for clarification. Rob it is to get to a broader base. . .Fred ??

Susie asks a question—

Rob ---

The base package as recommended by TPAC \$56.908 Million. Rob and Susie agree that is is the base package is the motion; enterain amendments

Shields—limit discussion to options prvious

Newman—pass the motion and discuss

Adams—move amendment to base;

Rob says lets start with a base

Bill Kennemer—has problem with the \$700,000 base for Clackamas County thinks the process is flawed—

Rod Park—talks about the position of the Metro Council.

Rex asks if this a good point to take a recess; Fred suggests breaking the discussion into 2 parts, motion and

Sam offers amendment adjustments to the base for the city of Portland, seconded by Brian

Rob offers adds

Susie asks if amendments can be made by agency members as well as jurisdictions? She would like to add 400,000 to Ledbetter (1.3 million) and taking it from Killingsworth.

Rob seconds

Bill Kennemer wants flexibility to move the \$700,000 to other projects.

Rex calls for additions

Substitutions—Lynn offered both a substitution, the Trolley Trail to 172<sup>nd</sup>; and additions: add back Amtrak at .9; add back 172<sup>nd</sup>. Second by Bill

Maria add Sellwood Bridge and??, second Matt Garrett

Dave Shield 1.54 for Cleveland second from Multnomah County, Maria

Drake, Power line trail, second by Steve Stuart;

Roy R. Beaverton-Hillsdale Highway second Drake

Rob add Cornelius 161,000 Roy seconds

Recess—

Rex suggests the JPACT Finance Committee work out the details of the base—there is a little more and put the overage into contin. Make a decision at JPACT Finance next week. Brian asks for clarification on the Ledbetter project. Sam Adams has more adds. Fred says he he likes the Rex suggestions. He suggests that the non-controversial adds be finalized today.

Rex said we agreed to go up to \$5 million in contingency

Sam Adams adds:

Marine Drive, missed one, Ledbetter,

Fred Hansen—600,000 Willamette Shoreline more (already 650,000 in the base)

Maria add 450,000 for ??

Rob cut off the list w/the break; second by Roy; let JPACT Finance deal w/the contingency list. (below the red line)—Rex says there need to be refinements.

Susie says she can't support the motion.

Bill says the job of Finance Committee next week is to clean this up and reconsider.

Rex sums up on 11 over 56 with all adds—we have just not decided what the contingencies are vs. the base.

Rod Park mentions trolley trail issue

Andy sums up: Move the left board as the base and the right above the red line --

Roy says he that he is uncomfortable with additional COP adds

Susie withdraws her amendment.

Rex suggests that next weeks task will be to clarify the lists

Base package on the left and contin on the right/with no additional adds. Amended motion form the chair, sec by Fred. Unanimous agree.

Adjourn at 9:20 p.m.

JPACT MEETING of March 17, 2005  
Metro Council Chamber  
600 NE Grand Avenue

Rex reviewed items

MTIP—hard work to bring together a package: brought bagels to empathize with the difficult decision, working together to achieve better communities and provide infrastructure to that end.

Andy says we are betting the annual funding will go up from \$25 to 30 million. 10% extra is built into this package. Recommends a balance of funds—In 6 months, if the bill passes and we know what the money is going to be then reopen. Balanced commitments with contingencies—

Matt Garrett supports AC's proposal; when do we need to exercise discipline and lock down the list? AC says we do it now; with the contingency list to be considered –check tape for clarity—in 6 months we should have firm idea of what the \$ will be--

Dave Shields questions the contingency list

Lynn Peterson—fluidity of the funds for Clackamas County

Andy responds that these allocations are not jurisdictional, they are project related and changes must come back to JPACT

Fred –argues for a balanced budget; thinks we should not make too many rules around the contingent list.

Sam Adams asks for clarification;

Rex responds

Brian moves that a package does not exceed 62.2 million; seconded by Drake; Sam asks question.

Roy Rogers votes no. all others vote yes.

Roy says there is no jurisdiction equity; this table is not rewarding us according to our efforts and Washington county is not being rewarded; we will get less than our share,



especially when we are not included on the contingent list. Hard feelings in Wash County result.

Rex summarized: Base budget of 62.5—

Andy asks should we set up a contingency list now in? Rob comments that we gravel around this table all the time—Cornelius is an example of a community tried to achieve a complete community;

Same moves con. List and Rob seconds; Steve Stuart asks how a big conting. list--\$\$??

Lynn says the list begs the question of regional equity; Dave Shields asks what criteria do we use to determine how to distribute the funds.

Rex says its art—Sam says his motion is to create a limited bucket but not what's in it; defer to staff.

Rod Park regional equity question; need to think about regional equity and not just –

Maria said Multnomah County is getting \$3 million is coming from the feds but the Sellwood Bridge project is very important to Mult County but can't get going without the \$500,000 from MTIP.

Rex outlined the 3 basic issues to discussed today.

Motion on the floor: contingency list of \$5 million to prioritize. Rex calls the vote; passes unanimously. Rob suggests that the list be should be considered next month after thinking it over—Rob so moves Susie Lahsene seconds; adopt base package as recommended by TPAC.

Roy says there is still an equity issue—mentions the Powerline Trail \$600,000 is needed immediately.

Rex says we do have a time limit when the decision needs to be made.

Fred Hansen asks for clarification. Rob it is to get to a broader base. . .Fred ??

Susie asks a question—

Rob ---

The base package as recommended by TPAC \$56.908 Million. Rob and Susie agree that is is the base package is the motion; entertain amendments

Shields—limit discussion to options previous

Newman—pass the motion and discuss

Adams—move amendment to base;

Rob says lets start with a base

Bill Kennemer—has problem with the \$700,000 base for Clackamas County thinks the process is flawed—

Rod Park—talks about the position of the Metro Council.

Rex asks if this a good point to take a recess; Fred suggests breaking the discussion into 2 parts, motion and

Sam offers amendment adjustments to the base for the city of Portland, seconded by

Brian

Rob offers adds

Susie asks if amendments can be made by agency members as well as jurisdictions? She would like to add 400,000 to Ledbetter (1.3 million) and taking it from Killingsworth.

Rob seconds

Bill Kennemer wants flexibility to move the \$700,000 to other projects.

Rex calls for additions

Substitutions—Lynn offered both a substitution, the Trolley Trail to 172<sup>nd</sup>; and additions: add back Amtrak at .9; add back 172<sup>nd</sup>. Second by Bill

Maria add Sellwood Bridge and??, second Matt Garrett

Dave Shield 1.54 for Cleveland second from Multnomah County, Maria

Drake, Power line trail, second by Steve Stuart;

Roy R. Beaverton-Hillsdale Highway second Drake

Rob add Cornelius 161,000 Roy seconds

Recess—

Rex suggests the JPACT Finance Committee work out the details of the base—there is a little more and put the overage into contin. Make a decision at JPACT Finance next week. Brian asks for clarification on the Ledbetter project. Sam Adams has more adds.

Fred says he he likes the Rex suggestions. He suggests that the non-controversial adds be finalized today.

Rex said we agreed to go up to \$5 million in contingency

Sam Adams adds:

Marine Drive, missed one, Ledbetter,

Fred Hansen—600,000 Willamette Shoreline more (already 650,000 in the base)

Maria add 450,000 for ??

Rob cut off the list w/the break; second by Roy; let JPACT Finance deal w/the contingency list. (below the red line)—Rex says there need to be refinements.

Susie says she can't support the motion.

Bill says the job of Finance Committee next week is to clean this up and reconsider.

Rex sums up on 11 over 56 with all adds—we have just not decided what the contingencies are vs. the base.

Rod Park mentions trolley trail issue

Andy sums up: Move the left board as the base and the right above the red line --

Roy says he that he is uncomfortable with additional COP adds

Susie withdraws her amendment.

Rex suggests that next weeks task will be to clarify the lists

Base package on the left and contin on the right/with no additional adds. Amended motion form the chair, sec by Fred. Unanimous agree.

Adjourn at 9:20 p.m.

# COUNCILOR REX BURKHOLDER

6 0 0 N O R T H E A S T G R A N D A V E N U E | P O R T L A N D, O R E G O N 9 7 2 3 2 2 7 3 6  
T E L 5 0 3 7 9 7 1 5 4 6 | F A X 5 0 3 7 9 7 1 7 9 3



**METRO**

DATE: February 24, 2005  
TO: Jack Hoffman, Chair, MPAC  
MPAC committee members  
CC: Metro Council  
FROM: Rex Burkholder  
SUBJECT: Issues for a JPACT-MPAC meeting

I am interested in having potential joint JPACT-MPAC meetings to discuss important transportation issues that affect our region. These issues are outlined below:

1) Impact of major highway capacity increases on UGB in light of Measure 37  
Background: Many of the larger projects being studied or proposed are located close to or even outside of the Metro area UGB, including the 99E/I-5 connector, the Sunrise Corridor, I-205 South expansion and the Columbia River Crossing. With the passage of M37 there will be increased likelihood of rural development around the UGB with the majority of new residents likely to commute into the UGB for employment and services. What role does new capacity at the edge or aiming toward the edge of the UGB play in facilitating the demand for rural development? Should the region take these projects off the list? Can they be modified so that urban uses are supported but commuting outside the UGB isn't, e.g., through pricing, sizing or locating?

## 2. Transportation funding restrictions

Background: At all levels of government, transportation funding is flattening or dropping due to lack of new tax revenues and effect of inflation. The Bush administration's proposal for TEA-2 is a clear break from history of dependably rising federal spending on transportation. The Oregon Legislature and the Governor are disinterested in the scale of increases needed even to account for

the loss of purchasing power since the last gas tax increase in 1991. Locally, public support for general taxes for transportation is weak, even in areas with high congestion. If the region can expect less revenue over the next twenty years than even the fiscally constrained Regional Transportation Plan includes, what impact does this have on our ability to achieve current land use goals? What are the alternative means to ensuring high quality access in a limited resource environment?

3) Demand for housing near transit

Background: The national organization, Reconnecting America, has estimated that over the next 20 years there is a demand for 200,000 new housing units near existing and planned light rail stations in the Portland area. What can governments do to ensure that these units get built? And get built with the appropriate mix of units to meet the needs of a varied population, including those with low and moderate incomes? (This obviously has important implications for issue number 2 above.)

4) The Metro "Sphere of Influence":

Background: the Metro area currently is the major magnet for economic growth in the northern Willamette Valley (and southwest Washington). People are increasingly commuting from neighboring cities to employment in the Metro area. This has drastic impacts on infrastructure; for example, during the morning rush hour, I-5 northbound at Wilsonville is at 70% of capacity *before* region residents join the flow. Yet, there is currently no agency or government with the authority and responsibility to coordinate growth management and transportation plans in the greater region. Some have suggested that Oregon needs a "Valley Rule" or that ODOT Region 1 be reconfigured to include areas within the Metro travelshed.

5) Federal Issues that may need addressing:

Background: in addition to the transportation funding issue raised in number 2 above, there is rumor of potential significant changes in federal transportation policy including reducing support for transit, especially light rail, and for Amtrak. Also, the President's budget proposes major changes in the operation of the Bonneville Power Administration, reduction in federal support of education, housing, Medicaid and more. It seems that MPAC would provide a good regional forum to discuss how these ideas may affect the Metro region and what response, if any, the region should formulate.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
FINANCE COMMITTEE

I. WELCOME AND INTRODUCTIONS

Chair Rod Park declared a quorum of JPACT and welcomed the members present which included:

Chair Rod Park	Metro Council
Chair of JPACT, Rex Burkholder	Metro Council
Councilor Brian Newman	Metro Council
Commission Bill Kennemer	Clackamas County
Commissioner Roy Rogers	Washington County
Commissioner Maria Rojo de Steffey	Multnomah County
Bill Wyatt	Port of Portland
Fred Hansen	TriMet
Robin McArthur	Oregon Department of Transportation (ODOT)
Mayor Rob Drake	City of Beaverton, Washington Counties

GUESTS

Andy Cotugno	Metro – Planning Department
Olivia Clark	TriMet
Dennis Mulvihill	Washington County
Randy Tucker	Metro – Public Affairs
Ed Abrahamson	Multnomah County
John Rist	Clackamas County
Tom Miller	City of Portland
John Gillam	City of Portland
John Wiebke	City of Hillsboro
Kate Marx	Metro – Public Affairs

II. ROLE OF THE FINANCE COMMITTEE

Councilor Rex Burkholder presented a brief PowerPoint presentation demonstrating the funding challenges that the State of Oregon faces regarding transportation needs.

III. LONG TERM ISSUES/OVERVIEW

Kate Marx began the discussion regarding Current Factors, Current Success Factors, and Desired Outcomes (Summary of the committee discussion as displayed on whiteboard).

### **Desired Outcomes:**

- Spend more time on tough issues.
- Define regional vs. local responsibilities
- Define how to collectively fund regional responsibilities
- \$7.2 billion package
- Clearly define priorities
- Clearly define strategic plan
- Ensure that all parties clearly understand the value of investments. ROI
- Defined Regional system – creates ownership – system approach
- Adopt process to talk through the politics and strategic elements of money and project sequence
- Transportation transit system seen as value asset by broad community

### **Critical success factors:**

- Define/create agreement outlining the roles and responsibilities of the committee.
- Define sources of money and projects that the group can support
- Appropriately address land issues.
- Get influencers to the table
- Discriminate between fantasies and goals in order to get organized for session.
- Clearly define priorities.
- Get business passionate about transportation projects.
- Passion investment from the community
- Initiate finance committee discussion with entire JPACT table.

### **Current conditions:**

- Improve methods for building consensus
- The right people aren't at the table of committee to build buy-in.
- Regional inequities are a barrier to consensus, jurisdictions in all steps of development.
- Not enough discipline in prioritizing JPACT projects
- Too long in getting this done – JPACT
- Not staying on course – JPACT
- JPACT members passionate about their own projects, the system needs to be defined.
- Need regionally defined and prioritized system for roads as there is for transit. – Discipline is needed.
- How are the equities between regions defined?
- Define criteria that make a project regional – land use issues using 2040 in addition to long-term freight mobility.
- Statewide equity – Needed Resources.

The committee also discussed the need for a filtering process in order to determine the projects that should be regional and subsequently determine the amount of funding needed to construct those projects.

#### IV. IMMEDIATE ISSUES

Dennis Mulvihill presented materials (included as part of this meeting record) and the committee discussed immediate issues.

#### V. COMMITTEE LOGISTICS: TIME/DAY

The committee decided to continue to try to meet on the last Thursday of each month.

#### VI. ADJOURN

There being no further business, Chair Rod Park adjourned the meeting at 9:00am.



**TransPort Committee**  
**Bylaws and Operating Procedures**  
**Adopted by TPAC - February 25, 2005**

**Mission Statement**

The primary mission of the Intelligent Transportation Systems (ITS) Subcommittee is to provide a forum for cooperative ITS planning and deployment. The TransPort Committee assures compatibility between currently deployed technology and new national, state, regional and jurisdictional initiatives, consistent with U.S. DOT requirements for a Regional ITS Architecture to support implementation of federally funded ITS infrastructure.

This mission is achieved through the following activities:

- TransPort is responsible for initial evaluations and recommendations relating to the region's ITS planning, programming and implementation activities.
- TransPort prepares and updates the Regional ITS architecture in conformance with US DOT rules and regulations.
- Transport provides input on the ITS Element for future updates of the Regional Transportation Plan and regional comments to the Oregon Highway Plan.
- TransPort assures that all ITS-based transportation management projects envisioned in the Regional Transportation Plan that receive regionally allocated federal funds are compliant with the Regional ITS Architecture, as required by TEA-21.
- TransPort assures that all ITS projects are developed using a systems engineering process.
- TransPort establishes collaborative rules and policies for the development of network architectures, designs, implementation plans, expansion plans and maintenance plans to create a regional communications network infrastructure to serve all partner organizations.
- Transport works collaboratively to prepare and submit special ITS grant requests in response to federal RFPs.

The ITS Subcommittee is authorized to evaluate regional ITS initiatives for technical merit; evaluate projects submitted for regional, state and federal funding through the MTIP and STIP processes, and propose coordination of funds authorized to implement regional ITS technology integration initiatives where no individual project sponsor has been identified. It is also authorized to evaluate ITS initiatives for technical merit and provide comment on regional priorities position papers regarding federal appropriations and reauthorization requests.

## **Operating Procedures**

### **History**

The Transport Committee was formed initially for the federally funded ITS Early Deployment Study in 1993 and has continued meeting since then. The committee continues to operate in a consensus manner for cooperative ITS planning and deployment.

### **Federal Requirements**

In February 2001 the Federal Highway Administration (FHWA) issued a Final Rule on Intelligent Transportation System Architecture and Standards, at the same time the Federal Transit Administration (FTA) issued a National ITS Architecture Policy on Transit Projects. The purpose of both the Final Rule and the Policy are to implement provisions in TEA 21 that required federally-funded ITS projects to conform to the National ITS Architecture. Conformance with the national architecture is achieved through the development of a regional ITS architecture.

The TransPort Committee, in conjunction with ODOT, has developed the regional architecture for the Oregon portion of the Portland/Vancouver metropolitan area. The TransPort Committee functions as the "regional stakeholders" as required by Federal regulations. The Committee has established a Regional Architecture Subcommittee which provides recommendations to the Committee on issues related to the maintenance and implementation of the architecture. The TransPort Committee shall have the authority to adopt and modify the regional architecture (consistent with Federal requirements) and will report all such actions to TPAC.

### **Committee Membership**

The ITS Subcommittee membership shall be non-exclusive and open to all jurisdictions wishing to attend. The six primary members of the sub committee consist of representatives of ODOT; Tri-Met; Washington, Clackamas and Multnomah Counties; and the City of Portland Transportation Bureau. Continued attendance is urged by Port of Portland; FHWA; Clark County, Washington; C-TRAN, Southwest Washington RTC, the City of Vancouver Washington, Washington State DOT-Southwest Region, the Cities of Gresham and Beaverton; the City of Portland Bureau of Emergency Communication and Portland State University. Outreach shall encourage attendance from other cities in the three-county urban area; representation from the regional freight industry and expanded representation from regional emergency services providers.

## **Committee Member Responsibilities**

Committee members will coordinate within their respective agencies and develop consensus within their agency prior to adopting rules. Committee members or their alternatives shall attend and participate in the sub-committee meetings. Committee members operate as equal partners with one vote for each jurisdiction or agency.

If a jurisdiction or agency is not present for at least 50% of the TransPort meetings throughout any calendar year or has three consecutive unexcused absences, that jurisdiction will lose its status as a voting member. Absences may be excused at the discretion of the ODOT TransPort Committee staff. A jurisdiction may regain active committee status by submitting a letter of commitment and with the consensus of the committee.

## **Member Agency Responsibilities**

TransPort Committee members will coordinate internally with intra-agency staff to discuss TransPort Committee related issues within their respective agencies to ensure that common agency interests are fully represented at the full TransPort Committee meetings and so that votes or actions of the TransPort Committee have the full internal agreement of their respective agencies.

## **Meetings**

The TransPort Committee will hold regular meetings. The Committee shall agree on the frequency and time of meetings and may hold additional meetings as needed with reasonable notice to members.

## **Quorum**

The TransPort Committee may hold meetings without a quorum and discuss issues relating to their responsibilities and duties under these operating procedures so long as no actions are taken. At least one agency representative from four of the six primary TransPort Committee agencies must be present to constitute a quorum for the purposes of adopting rules, agreements or other commitments. Proxies from non-attending agencies will be accepted.

## **Relationship to TPAC**

The TransPort Committee is a recognized subcommittee of the Transportation Policy Alternatives Committee (TPAC). TransPort will provide review and report on ITS activities and proposals as directed by TPAC. A TransPort meeting report shall be provided in the TPAC Monthly Progress Report by Metro staff assigned to the committee. Representatives of TransPort will report to TPAC annually on progress implementing the region's ITS priorities and on other ITS-related issues.

## **Powers/Authority**

The TransPort Committee has authority to adopt rules, polices, procedures and / or other commitments regarding the regional ITS architecture and the use and sharing of the ITS system. However, none of the TransPort actions shall supercede any individual agency's laws, rules, policies and procedures.

## **Voting**

In general all actions are undertaken on a consensus basis. If consensus is not attained on a policy, decision, rule, or other action taken by the TransPort Committee, then a 2/3-majority agreement of the TransPort Committee members is required to pass that item. Each active TransPort agency shall have one vote on the Committee, except for Metro who is a non-voting member. Agencies who are unable to attend a specific meeting may designate a proxy for that meeting. The proxy does not have to be from the same agency as the absent member.

## **Amendments**

Any amendment to these operating procedures shall require the 2/3-majority approval of the TransPort Committee member agencies.

## **Termination**

The six primary TransPort Committee members must maintain active status on the committee. Other agencies may withdraw from the TransPort Committee at anytime.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE ) RESOLUTION NO. 05- 3559  
CHIEF OPERATING OFFICER TO ENTER INTO )  
AN INTERGOVERNMENTAL AGREEMENT ) Introduced by Rex Burkholder  
BETWEEN METRO AND TRIMET FOR THE  
IMPLEMENTATION OF THE REGIONAL  
FUNDING PLAN AND A MULTI-YEAR  
FUNDING COMMITMENT OF  
METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM FUNDS

WHEREAS, on January 23, 1997, the Metro Council adopted Resolution No. 96-2442 For the Purpose of Endorsing a Regional Position on Reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) that established a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds totaling \$55 million over the period of FY 1999-2009 for the South/North LRT Project; and

WHEREAS, on June 24, 1999, the Metro Council adopted Resolution No. 99-2804A For the Purpose of Endorsing the Interstate Max Light Rail (LRT) Project and South Corridor Financing Strategy and Amending the MTIP that added \$12.5 million to the multi-year commitment of MTIP funds; making a total allocation of MTIP funds of \$67.5 million available for the “North LRT/South Corridor Financing Strategy;” and

WHEREAS, on March 20, 2003, the Metro Council adopted Resolution No. 03-3290 For the Purpose of Endorsing a Multi-Year Commitment of MTIP Funds for a Regional Funding Plan that added \$50.0 million over the period of Fiscal Year (FY) 2006-2015 to the multi-year commitment of MTIP funds; making a total allocation of MTIP funds of \$117.5 million available for a regional funding plan consisting of the Interstate MAX, South Corridor, Commuter Rail, and North Macadam projects; and

WHEREAS, on July 15, 2004, the Metro Council adopted Resolution 04-3468 For the Purpose of Endorsing a Supplemental Multi-Year Funding Commitment of Metropolitan Transportation Improvement Program Funds for the I-205/Mall LRT Project and Endorsing a Refined Regional Funding Plan and the Exhibit A Regional Funding Plan set forth in Resolution 04-3468 (“Regional Funding Plan”) supplemented the multi-year commitment made in Metro Resolution No. 03-3290 with a \$10.4 million additional commitment of MTIP funds, making a total of \$127.9 million of MTIP funds available to the Interstate MAX, South Corridor (I-205/Mall LRT), Commuter Rail, and North Macadam Projects, of which \$41.5 million was applied to the Interstate MAX Project. The Regional Funding Plan set forth in Exhibit A to Resolution 04-3468 also delineated certain requirements and authorities regarding the use of the MTIP funds that superseded certain requirements and authorities in Resolution No. 03-3290; and

WHEREAS, Resolution 04-3468 included a Refined Regional Funding Plan that included \$48.5 million for the I-205/Mall LRT Project, \$10 million for the Commuter Rail Project and for North Macadam Projects and Exhibit A describes the need for the preparation of an Intergovernmental Agreement between TriMet and Metro; and

WHEREAS, TriMet has requested an intergovernmental agreement between TriMet and Metro for the purpose of documenting the commitment of MTIP funds and describing conditions for the Regional Funding Plan and that an agreement has been developed and is included in Exhibit A; and

WHEREAS, JPACT has reviewed and approved the IGA, and JPACT has authorized Metro to commit future MTIP funds in the amounts and in accordance with the provisions set forth in the IGA; now therefore

BE IT RESOLVED that the Metro Council hereby:

Authorizes Metro's Chief Operating Officer to enter into an intergovernmental agreement with TriMet that is substantially similar to the intergovernmental agreement included in Exhibit A for a multi-year commitment of MTIP funds to be used by TriMet for the Regional Funding Plan.

APPROVED by JPACT on March 17, 2005

---

Rex Burkholder, JPACT Chair

ADOPTED by the Metro Council this day of March 24, 2005

---

David Bragdon, Council President

Approved as to Form:

---

Daniel B. Cooper, Metro Attorney

**Intergovernmental Agreement  
To Provide and Utilize MTIP Funds to Implement the Regional Funding Plan  
for the South Corridor, Commuter Rail, and North Macadam Projects**

~~THIS Intergovernmental Agreement To Provide and Utilize MTIP Funds to Implement the Regional Funding Plan for the South Corridor, Commuter Rail, and North Macadam Projects~~ (“AGREEMENT”) is made and entered into by and between Metro and the Tri-County Metropolitan Transportation District of Oregon (“TriMet”). This Agreement is effective as of the last date of signature below.

**RECITALS**

1. On January 23, 1997, the Metro Council adopted Resolution No. 96-2442 *For the Purpose of Endorsing a Regional Position on Reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA)* that established a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds totaling \$55 million over the period of FY 1999-2009 for the South/North LRT Project; and
2. On June 24, 1999, the Metro Council adopted Resolution No. 99-2804A *For the Purpose of Endorsing the Interstate Max Light Rail (LRT) Project and South Corridor Financing Strategy and Amending the MTIP* that added \$12.5 million to the multi-year commitment of MTIP funds; making a total allocation of MTIP funds of \$67.5 million available for the “North LRT/South Corridor Financing Strategy;” and
3. On March 20, 2003, the Metro Council adopted Resolution No. 03-3290 *For the Purpose of Endorsing a Multi-Year Commitment of MTIP Funds for a Regional Funding Plan* that added \$50.0 million over the period of Fiscal Year (FY) 2006-2015 to the multi-year commitment of MTIP funds; making a total allocation of MTIP funds of \$117.5 million available for a regional funding plan consisting of the Interstate MAX, South Corridor, Commuter Rail, and North Macadam projects; and
4. On July 15, 2004, the Metro Council adopted Resolution 04-3468 *For the Purpose of Endorsing a Supplemental Multi-Year Funding Commitment of Metropolitan Transportation Improvement Program Funds for the I-205/Mall LRT Project and Endorsing a Refined Regional Funding Plan*. The Exhibit A Regional Funding Plan set forth in Resolution 04-3468 (“Regional Funding Plan”) supplemented the multi-year commitment made in Metro Resolution No. 03-3290 with a \$10.4 million additional commitment of MTIP funds, making a total of \$127.9 million of MTIP funds available to the Interstate MAX, South Corridor (I-205/Mall LRT), Commuter Rail, and North Macadam Projects, of which \$41.5 million was applied to the Interstate MAX Project. The Regional Funding Plan set forth in Exhibit A to Resolution 04-3468 also delineated certain requirements and authorities regarding the use of the MTIP funds that superseded certain requirements and authorities in Resolution No. 03-3290; and

5. The Parties have determined that a formal agreement regarding the commitment, schedule, and utilization of MTIP funds set forth in the Regional Funding Plan adopted by Resolution No. 04-3468 is required to successfully and effectively implement said Regional Funding Plan. This Agreement was authorized by the Joint Policy Advisory Committee on Transportation ("JPACT") on March 17, 2005 and by the Metro Council on March 24, 2005, pursuant to Resolution No. 05-3559; and.

~~6. TriMet intends to issue revenue bonds that are secured in part by a pledge of the amounts described in this Agreement. These initial bonds, together with any bonds that are issued to refund the initial bonds, and any obligations of TriMet to the providers of credit enhancement or derivative products in connection with the initial bonds and any refunding bonds (and any renewals or replacements thereof), are referred to collectively in this Agreement as the "TriMet Bonds." Timely receipt by TriMet of the amounts described in Section 2.1, below, is essential to permit TriMet to pay the TriMet Bonds and to preserve the ability of TriMet to borrow for other regional transportation projects.~~

**NOW THEREFORE**, the premises being in general as set forth in the foregoing recitals, it is agreed by and between the parties hereto as follows:

#### **TERMS OF AGREEMENT**

1. This Agreement sets forth a commitment by Metro and TriMet to provide and utilize certain MTIP funds, as defined in Section 2.2(a) below, to implement the "*Regional Funding Plan for the South Corridor, Commuter Rail, and North Macadam Projects*" set forth in Exhibit A to Metro Resolution No. 04-3468, dated July 15, 2004 (the "Regional Funding Plan"), which is attached hereto, incorporated herein, and fully made part of this Agreement. In case of conflict between Sections 1 through 9 this Agreement and the Regional Funding Plan, the provisions in Section 1 through 9 of this Agreement shall govern. This Agreement shall be effective on the date it is executed and shall terminate when the total multi-year commitment of MTIP funds provided herein is fulfilled and expended or as otherwise provided in accordance with and for the purposes set forth herein.
2. Metro shall:
  - 2.1 As the Portland region's Metropolitan Planning Organization (MPO) and regional government, take all actions under its control (including, without limitation, programming the annual amounts of certain MTIP funds shown below for use by TriMet for the purposes permitted hereunder), subject to the exceptions set forth in this Agreement, to facilitate TriMet's receipt of the full annual amounts of MTIP funds set forth below, together with any additional amounts described in Section 2.3, on the dates shown below, subject only to reauthorization of MTIP funds and the provisions set forth in herein:



<b>Federal Fiscal Year</b>	<b>Committed Schedule of MTIP Funds to be made Available to TriMet</b>
2006	\$ 4,000,000
2007	\$ 8,000,000
2008	\$ 9,300,000
2009	\$ 9,300,000
2010	\$ 9,300,000
2011	\$ 9,300,000
2012	\$ 9,300,000
2013	\$ 9,300,000
2014	\$ 9,300,000
2015	\$ 9,300,000
<b>TOTAL</b>	<b>\$86,400,000</b>

2.2 (a) Metro’s funding commitment set forth in this Agreement shall be fulfilled solely through (i) programming of MTIP funds and (ii) taking such other actions as may be necessary under federal and regional rules and procedures to facilitate TriMet’s receipt of the annual amounts of MTIP funds due to TriMet under this Agreement. As used everywhere in this Agreement, the term “MTIP funds” shall mean Surface Transportation Program (STP) funds, Congestion Mitigation/Air Quality (CMAQ) funds, and funds provided under any successor or comparable federal urban transportation funding programs that are authorized for distribution solely by Metro as the Portland MPO to projects in the Portland MPO area.

(b) Metro shall program and prioritize in project selection the annual committed amounts to TriMet as shown Section 2.1 in a given year, conditioned solely on (i) Federal authorization of MTIP funds to the Portland MPO, (ii) an annual appropriation of MTIP funds to the Portland MPO in an amount equal to or greater than the annual committed amount shown in Section 2.1 for such year, and (iii) an annual allocation of obligational authority for MTIP funds to the Portland MPO in an amount equal to or greater than the amount shown in Section 2.1 for such year. In any year in which (i) MTIP funds are not authorized or are not appropriated to the Portland MPO in an amount equal to or greater than the amount shown in Section 2.1 of this Agreement for such year, or (ii) insufficient obligational authority is allocated to the Portland MPO for MTIP funds for such year, the difference between the annual amount of MTIP funds TriMet receives from the Portland MPO under this Agreement in such year and the annual amount committed to TriMet in Section 2.1 for such year shall be reprogrammed for TriMet as described in Section 2.3.

2.3 (a) If for any reason (except in cases caused by the acts or omissions of TriMet) the full amount of MTIP funds provided to TriMet by the Portland MPO under this Agreement in any Federal Fiscal Year is less than that shown in the schedule set forth in Section 2.1 of this Agreement, the amount of funds due under Section 2.1 for the Federal Fiscal Year first following the year in which such a Difference occurs shall be increased by 105% of that Difference. The Difference is defined as the annual amount

actually provided to TriMet under this Agreement for a Federal Fiscal Year and the applicable annual amount for the Federal Fiscal Year as set forth in Section 2.1 as it may be adjusted from time to time under this paragraph. The schedule shown in Section 2.1 shall be adjusted in each year as provided in this paragraph if the full amount due in any Federal Fiscal year, after adjustment under this paragraph, is not paid to TriMet.

(b) The intent of this Section 2.3 is to ensure that TriMet receives a total amount of MTIP funds under this Agreement that has a present value equal to the present value (as of the start of fiscal year 2006) of funds anticipated by the initial schedule of MTIP funds shown in Section 2.1, based on a five (5) percent discount rate. In the event that TriMet does not receive the full amount of MTIP funds from Metro as the Portland MPO due in any year, Metro shall take all necessary actions, including without limitation the reprogramming of MTIP funds as defined in this Agreement, to facilitate TriMet's receipt of the amounts described in Section 2.1, after those amounts are adjusted pursuant to this Section 2.3.

(c) The parties recognize and agree that this may cause Metro's payment schedule to TriMet to extend beyond the dates set forth in Section 2.1. This Agreement shall terminate when TriMet receives all monies due to TriMet under this Agreement, or on the date that Metro is no longer designated as the Portland MPO.

(d) The parties also recognize and agree that if the federal government ceases to authorize, appropriate or allocate MTIP funds to Metro as the Portland MPO, Metro shall not be liable in any way for funding the amounts described in Section 2.1, except from MTIP funds as set forth above, and that in such case of federal cancellation of MTIP funds, TriMet will be solely responsible for fulfilling any obligations it undertakes as a result of this Agreement.

2.4 Diligently fulfill the duties assigned to Metro in the Regional Funding Plan, including without limitation, providing such assurances, legal opinions, or agreements reasonably requested by TriMet to effectuate the financing strategy required to implement the Regional Funding Plan.

3. TriMet shall:

3.1 Take all actions in a timely manner that are required of grantees by the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA) for receipt of said MTIP funds;

3.2 Diligently fulfill the duties assigned to TriMet in the Regional Funding Plan, including without limitation:

(a) Preparing and undertaking the financing program(s) required to implement the Regional Funding Plan;

- (b) Use the funds provided under this Agreement in the manner described in the Regional Funding Plan to make the following amounts available to the Commuter Rail, I-205/Mall LRT and North Macadam Projects:

<u>Project</u>	<u>Millions</u>
I-205/Mall LRT Project	\$48.5
Commuter Rail Project	\$10.0
North Macadam Project	\$10.0

- (c) Providing to the I-205/Mall LRT, Commuter Rail, and North Macadam Projects the amounts shown in Section 3.2(b) above, regardless of the borrowing costs incurred in implementing the Regional Funding Plan. TriMet will neither be provided additional MTIP funds nor be required to reimburse MTIP funds in the event borrowing costs differ from those assumed in the Regional Funding Plan. In the event that interest rates do not permit MTIP-backed bonds to provide the full \$68.5 million anticipated in Section 3.2(b) from the multi-year commitment of MTIP funds under this Agreement, TriMet will provide the difference and, if borrowing is necessary to provide the difference, will secure such borrowing with other TriMet revenues or TriMet's general fund to provide the difference to the applicable project(s).
- (d) In the event that one or more of the projects described in the Regional Funding Plan do not proceed to construction, the difference between the actual expenses incurred on those projects and the amounts shown in section 3.2(b) herein shall be made available by TriMet for reallocation to other regional projects through a regional process agreed to by the TriMet General Manager and the JPACT Chair. In such event, Metro as the Portland MPO shall continue to provide to TriMet the revenue stream from MTIP funds as set forth in Section 2 herein, with TriMet providing the funds to the regional process for reallocation from the terminated project(s).
- (e) Work with Metro each year to determine the appropriate annual mix of STP, CMAQ, or any successor or comparable federal urban transportation funding programs that comprise MTIP funds will be utilized to provide the total amounts of MTIP funds committed to TriMet under Section 2 of this Agreement.

4. The Parties acknowledge and agree that:

- (a) Metro shall not be considered to have failed to comply with its obligations under this Agreement if the amounts received by TriMet are less than those required by Section 2.1 and the shortfall results from an insufficient federal authorization or appropriation of MTIP funds to Metro as the Portland MPO or an insufficient state suballocation of MTIP obligation authority to Metro as the Portland MPO

below the amounts described in Section 2.1, and not from any action or omission by Metro;

- (b) The funding commitments by the other state, regional and local contributors, as contemplated in the Regional Funding Plan have been obtained, all requirements in the Regional Funding Plan for such commitments have been satisfied, and the City of Portland has made a sufficient commitment of funds for the I-205/Mall LRT Project to fulfill the prerequisite described in the Regional Funding Plan for City's receipt of funds from TriMet for the North Macadam Project;
  - (c) TriMet will rely on the commitment of MTIP funds made hereunder, as well as other TriMet funds if TriMet so chooses, when it issues the TriMet bonds to provide the project funding set forth in Section 3.2(b) of this Agreement; and
  - (d) TriMet will have sole responsibility for determining the validity and security of any bonds it issues or causes to be issued related to this Agreement.
5. Metro and TriMet agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the agreement did not contain the particular term or provision held to be invalid.
6. Metro and TriMet agree that neither party shall assign any of the responsibilities under this Agreement without the written consent of the other party, that Metro and TriMet are the only parties entitled to enforce the terms of this Agreement, and that nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right to any third person or party, except as provided in Section 7 of this Agreement.
7. Notwithstanding Section 6 of this Agreement, the parties acknowledge that the owners of the TriMet Bonds and their representatives (including any TriMet Bond trustees) and any providers of credit enhancement for the TriMet Bonds shall be third party beneficiaries to the representations and agreements set forth in this Agreement.
8. If a dispute arises between the parties, Metro agrees that, so long as the TriMet Bonds are outstanding, it shall not take any action that would reduce the amounts that are to be paid to TriMet under this Agreement as a set-off for damages Metro may claim it is owed. To the extent that Metro is entitled to any damages for any breach by TriMet of the terms of this Agreement, Metro shall seek payment of those damages solely from funds of TriMet that are not pledged to pay the TriMet Bonds.
9. This Agreement constitutes the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements or representations, oral or written, not specified herein regarding this agreement. No waiver, consent, modification, or change of terms of this Agreement shall bind either party unless in writing and signed by both parties and all necessary approvals have been obtained. Such waiver, consent,

modification or change, if made, shall be effective only in the specific instance and for the specific purpose given.

IN WITNESS WHEREOF, the parties hereby acknowledge that they have the authority granted by their respective governing body to execute this agreement and hereto have set their hands and affixed their seals as of the day and year hereinafter written.

**APPROVED BY METRO**

By \_\_\_\_\_  
Michael Jordan, Chief Operating Officer

Date: \_\_\_\_\_

**APPROVED AS TO FORM BY METRO**

By \_\_\_\_\_  
Daniel B. Cooper, Metro General Counsel

Date: \_\_\_\_\_

**APPROVED BY TRIMET**

By \_\_\_\_\_  
Fred Hansen, General Manager

Date \_\_\_\_\_

**APPROVED AS TO FORM BY TRIMET**

By \_\_\_\_\_  
M. Brian Playfair, TriMet General Counsel

Date \_\_\_\_\_

**Attached Hereto and Incorporated Herein:** Exhibit A to Metro Resolution No. 04-3468  
*“Regional Funding Plan for the South Corridor, Commuter Rail, and North Macadam Projects.”*

**Exhibit A to Resolution No. 04-3468  
Regional Funding Plan for the South Corridor, Commuter Rail,  
and North Macadam Projects**

**1. Multi-Year Commitment of MTIP Funds to Regional Funding Plan**

1.1 Metro hereby supplements the multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds set forth in Resolution No. 03-3290, and amends the MTIP, as follows:

<u>Fiscal Year</u>	<u>CURRENT</u> Multi-Year Commitment of MTIP Funds under Resolution No. 03-3290	<u>PREVIOUS</u> MTIP Funds Applied to Interstate MAX Project	<u>PROPOSED</u> Supplemental Multi-Year Commitment of MTIP Funds to Refined Regional Funding Plan	<u>TOTAL</u> Multi-Year Commitment of MTIP I-205/Mall LRT, Commuter Rail, No. Macadam Projects
FY '99	\$1,500,000	\$1,500,000	\$ -	\$ -
FY '00	\$6,000,000	\$6,000,000	\$ -	\$ -
FY '01	\$6,000,000	\$6,000,000	\$ -	\$ -
FY '02	\$6,000,000	\$6,000,000	\$ -	\$ -
FY '03	\$6,000,000	\$6,000,000	\$ -	\$ -
FY '04	\$6,000,000	\$6,000,000	\$ -	\$ -
FY '05	\$6,000,000	\$6,000,000	\$ -	\$ -
FY '06	\$8,000,000	\$4,000,000	\$ -	\$4,000,000
FY '07	\$8,000,000	\$ -	\$ -	\$8,000,000
FY '08	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '09	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '10	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '11	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '12	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '13	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '14	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
FY '15	\$8,000,000	\$ -	\$1,300,000	\$9,300,000
<b>Total</b>	<b>\$117,500,000</b>	<b>\$41,500,000</b>	<b>\$10,400,000</b>	<b>\$86,400,000</b>

As used in this Regional Funding Plan, the term MTIP funds includes Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds, or any successor federal transportation funding programs allocated by formula to metropolitan regions.

1.2 TriMet will prepare and implement a financing program to use, through direct federal grants to projects and/or a borrowing strategy, the MTIP funds committed in Section 1.1 to provide the following amounts, net of borrowing costs, to the following projects:

Project	Millions
I-205/Mall LRT Project	\$48.5
Commuter Rail Project	\$10.0
North Macadam Project	\$10.0

TriMet may employ the multi-year commitment of MTIP funds to provide the amounts shown to the respective projects in any manner that facilitates its funding and borrowing program. TriMet may pledge any portion of the multi-year commitment of MTIP funds to any borrowing or borrowings it deems necessary or desirable to achieve the purpose of this Regional Funding Plan. TriMet may employ any portion of the multi-year commitment of MTIP funds to pay preventative maintenance or capital costs required to make TriMet general funds available to provide the amounts shown above to the respective projects.

- 1.3 TriMet will enter binding agreements with FTA and local governments committing TriMet to provide the amounts shown in Section 1.2 to the respective projects. To provide such amounts, TriMet will enter loan agreements relying on receipt of the annual amounts shown in Section 1.1 to help repay such obligations. Accordingly, the annual amounts shown in Section 1.1 are fully committed to TriMet; subject only to authorization and appropriation of MTIP funds.
- 1.4 TriMet will provide to the I-205/Mall LRT, Commuter Rail, and North Macadam Projects the amounts shown in Section 1.2, above, regardless of the borrowing costs incurred in implementing this regional funding plan. TriMet will neither be provided additional MTIP funds nor be required to reimburse MTIP funds in the event borrowing costs differ from those assumed in preparing this plan. In the event that interest rates do not permit MTIP-backed bonds to provide the full \$68.5 million anticipated in Section 1.2 from the multi-year commitment of MTIP funds, TriMet will employ general fund borrowing to provide the difference to the applicable project(s). Because the multi-year commitment of MTIP funds will be used directly or in a revenue-bonding or borrowing strategy in accordance with the finance plans for these Projects, Metro will provide assurances, legal opinions, or enter into appropriate IGA's reasonably requested by TriMet that are requested by third parties to effectuate the bonding strategy and that are consistent with the purposes set forth in this Exhibit A.
- 1.5 A mix corresponding to the needs of TriMet's financing program of Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds will be used to fulfill the multi-year commitment of MTIP funds. Representatives of Metro and TriMet will cooperatively determine the appropriate mix of CMAQ and STP funds to be used to fulfill the multi-year commitment of MTIP funds.

## 2. I-205/Mall LRT Project

- 2.1 The finance plan for Final Design and construction of the I-205/Mall LRT Project is currently anticipated to be as follows:

<b>Funding Source</b>	<b>\$Millions</b>
<b>Federal Sec. 5309 Funds (3)</b>	\$296.2
<b>MTIP (TriMet bonds)</b>	\$48.50
<b>TriMet General Fund</b>	\$25.33
<b>Clackamas County</b>	\$35.33
<b>ODOT (4)</b>	\$23.00
<b>City of Portland (2)</b>	\$65.33
<b>Total Project Revenues (1)</b>	<b>\$493.70</b>

*Note 1: Does not include contributions for Preliminary Engineering*

*Note 2: Includes \$2 million for shelter replacement on Mall.*

*Note 3: Includes \$3 million for shelter replacement on Mall.*

*Note 4: Does not include more than \$10 million in Project savings resulting from the purchase of ODOT ROW.*

This finance plan is preliminary, and subject to change due to Preliminary Engineering, Final Design, Full Funding Grant Agreement negotiations with FTA, and other future adjustments. The funding plan is based on an assumed schedule for receiving Section 5309 and local funds. The finance plan contemplates interim borrowing costs resulting from the unavailability of federal funds when required by the construction schedule. In the event federal funds are appropriated to the project at a slower rate than assumed or local funds are not received when scheduled, interim borrowing costs and the total project cost may be higher than anticipated in the finance plan. Any such cost increase will be counter-balanced by either additional local funding contributions or cost reductions from project scope reductions.

- 2.2 The commitment of MTIP funds to the I-205/Mall LRT Project is subject to funding commitments by the other state, regional and local contributors, as contemplated in the finance plan, as it may be amended from time to time.
- 2.3 FTA procedures require that Final Design be between 60 and 100 percent complete prior to commencing Full Funding Grant Agreement (FFGA) negotiations. The finance plan anticipates that about \$35 million of Final Design and related engineering and administration costs will be incurred prior to executing a FFGA, and that such cost will be paid with proceeds from MTIP-backed bonds and/or MTIP grant funds. MTIP will not be repaid or reimbursed for such expenditures, should the project not proceed to construction.
- 2.4 In the event that the City of Portland cannot commit sufficient funds to construct a mall segment, the \$10 million (net of borrowing costs) allocated to the North Macadam Project in Section 1.2 will be reallocated to the I-205/Mall LRT Project. In the event that even with the addition of this \$10 million there remains insufficient funding to construct a mall segment, a FFGA for a minimum operable segment between Gateway and the Clackamas Regional Center will be sought, and the finance plan adjusted accordingly.
- 2.5 The proposed ODOT \$3M supplemental commitment to the project, raising ODOT's contribution from \$20 million to \$23 million, presumes that the region will assist ODOT in seeking replacement federal funds for the I-205 auxiliary lane project. The \$23 million contribution to the project from ODOT requires amending the FY'04 – FY'07 MTIP and STIP to ensure that the funding is available in a timely manner.



**3. Commuter Rail Project**

- 3.1 \$10 million, net of debt service, will be provided to the Commuter Rail Project in accordance with the finance plan set forth in the *Definitive Agreement* between Washington County and TriMet, as may be amended by the FFGA. The County will provide a sufficient amount of County funds and state lottery bond proceeds to achieve a 50 percent local share of total capital costs for the Commuter Rail Project.
- 3.2 The portion of the multi-year commitment of MTIP funds required to provide \$10 million (net of borrowing cost) to the Commuter Rail project is currently fully committed to TriMet, and is currently being spent to pay the costs of Final Design for the Commuter Rail project. MTIP will not be repaid or reimbursed for such expenditures, should the Commuter Rail project not proceed to construction.

**4. North Macadam Project**

- 4.1 The *South Waterfront Central District Project Development Agreement* among the Portland Development Commission, Oregon Health & Science University, and several private entities sets forth a \$102.9 million program of public transportation, infrastructure, greenway, housing, research facility, neighborhood, and parks improvements; and a finance plan to accomplish this program. A key element of the improvement program is the extension of the Portland Streetcar between SW Moody and SW Gibbs; which is currently estimated to cost \$15.8 million. The finance plan for this project consists of \$5.8 million in tax increment and LID funds, and \$10 million provided by TriMet as a result of the multi-year commitment of MTIP funds shown in Section 1.1. As part of managing the overall program budget, the TriMet funds may be made available to other projects in the improvement program, provided the recipient project is an eligible project under TriMet statutes.
- 4.2 The obligation to provide to TriMet the portion of the multi-year commitment of MTIP funds required to provide \$10 million (net of borrowing cost) to North Macadam improvements is subject only to the City of Portland's binding commitment of \$60 million (assuming the mall to PSU option) to pay a share of the capital costs of the I-205/Mall LRT Project. Subject to such a binding commitment, TriMet will borrow funds relying on this portion of the multi-year commitment of MTIP funds and, in FY2006, provide to PDC \$10 million to design and build North Macadam improvements. Such funds will be provided to PDC independent of whether the I-205/Mall LRT Project advances to Final Design or construction. In the event the City of Portland is unable to provide such a binding commitment, the \$10 million will be reallocated to the I-205/Mall LRT Project.

**STAFF REPORT**

**IN CONSIDERATION OF RESOLUTION NO. 05-3559 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT BETWEEN METRO AND TRIMET FOR THE IMPLEMENTATION OF THE REGIONAL FUNDING PLAN AND A MULTI-YEAR FUNDING COMMITMENT OF METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FUNDS**

---

Date: March 24, 2005

Prepared by: Andy Cotugno  
Dave Unsworth

**BACKGROUND**

The purpose of this resolution is to authorize the Chief Operating Officer to enter into an intergovernmental agreement (IGA) between TriMet and Metro. In this agreement, Metro will provide a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) Funds that totals \$86.4 million and TriMet will provide \$48.5 million to the I-205/Portland Mall Project, \$10 million to the Commuter Rail Project and \$10 million to the North Macadam projects. TriMet intends to use the MTIP funds to provide a revenue stream for the issuance of bonds. These bond proceeds will be used to provide early funding for these transit projects. Exhibit A to Resolution 04-3486 identifies the need for an IGA to formalize the funding commitments and to facilitate the flow of bond revenue funds to the I-205/Portland Mall, Commuter Rail and North Macadam projects. The IGA included in Exhibit A addresses this need. On an annual basis, the distribution of the amounts detailed in Section 2.1 of Exhibit A and shown in the table below, will have first priority over other MTIP funding needs.

<b>Federal Fiscal Year</b>	<b>Committed Schedule of MTIP Funds to be made Available to TriMet</b>
2006	\$ 4,000,000
2007	\$ 8,000,000
2008	\$ 9,300,000
2009	\$ 9,300,000
2010	\$ 9,300,000
2011	\$ 9,300,000
2012	\$ 9,300,000
2013	\$ 9,300,000
2014	\$ 9,300,000
2015	\$ 9,300,000
<b>TOTAL</b>	<b>\$86,400,000</b>

Previously, Metro has allocated flexible MTIP funds to provide funds for the South/North LRT Project and Interstate Max Project and plans to use these funds for future transit projects. The Metro Council and JPACT have approved a number of resolutions that address the use of MTIP funds for Regional Funding Plan in support of major transit projects. The IGA in Exhibit A, provides more definition to the

conditions related to the transfer of funds and is consistent with Resolution 04-2486 approved by the Metro Council on July 15, 2004.

The IGA indicates that Metro will commit the MTIP funds described in Section 2.1 of the IGA. The sole reason for not providing these funds as described by this schedule is if actual Federal authorization and appropriations are less than the schedule of committed funds described in Section 2.1 and in the table above. If this shortfall occurs, in the next federal fiscal year that the federal authorization and appropriations of MTIP funds are available in an adequate amount, Metro will make up this deficit plus an annual rate of five percent multiplied to the deficit, plus the amount scheduled for that year. This interest rate will come from the MITP funds.

This IGA was reviewed and approved by JPACT and JPACT has authorized the Metro to commit future MTIP dollars as outlined in the IGA.

### **ANALYSIS/INFORMATION**

1. **Known Opposition** There is no known opposition to this resolution
2. **Legal Antecedents** Metro is vested with the authority to implement MTIP by the State of Oregon through the requirements of the Statewide Transportation Planning Rule. Metro has the legal authority to enter into an IGA with TriMet.
3. **Anticipated Effects** This resolution would authorize an IGA that would provide the mechanism to formalize the transfer of MTIP dollars to TriMet and the funding of the Regional Funding Plan.
4. **Budget Impacts** Commitments for these funds have been previously approved by JPACT and the Metro Council. MTIP funds allocated to TriMet through this IGA and described in Exhibit A will be the first priority of MTIP funds. Allocations less than current levels may affect Metro's ability to allocate MTIP funds for Metro planning activities.

### **RECOMMENDED ACTION**

Metro Council approve Resolution 05- 3559

Andy's suggested

MTIP PROPOSAL

Base Program	\$56.908
Portland trade Marine Drive for Eastside Streetcar	-\$0.966 \$1.000
Portland drop from Lombard/Slough Bridge for Capitol Highway	-\$0.210 \$0.210
Gateway TOD	\$0.500
Ledbetter	\$0.900
Beaverton Hillsdale/Scholls/Oleson Powerline Trail	\$1.000 \$0.600
172nd Avenue	<u>\$2.000</u>
Subtotal (Target=\$62.2)	\$61.942
<u>Contingent Commitments (pending bill adoption)</u>	
Amtrak	\$1.150
Cleveland	\$1.000
Sellwood Bridge	\$0.500
Beaverton TOD	\$0.650
172nd	<u>\$0.700</u>
Subtotal	<u>\$4.000</u>
GRAND TOTAL	\$65.942

## TEA-LU Earmarks

### **High Priority Highway Projects**

667	SB Lane – I-5 Delta Park	\$ 5.0 million
750	217	10.0
864	B-H Scholls	.25
1495	Sellwood Bridge	3.0
1524	Barber St. Wils.	3.0
1820	102 <sup>nd</sup> Blvd. Gateway	4.7
1859	E. Burnside	5.7
1978	Rockwood Turn Ctr.	3.0
2134	Col. Intermodel Corr.	12.0
2310	N. Macadam Access	9.0
2326	Lake Rd.	5.0
2458	I-5 Trade Corr. – Wash. Share	6.0
2467	I-205/213	1.0
2625	Sunrise Corridor	4.0
2674	Boechman	1.0
2740	Tualatin Wildlife Refuge Access	1.0
2967	US 26 Study	1.0
3087	Widen I-5 between Portland & Vancouver	5.0
3154	Regional Trails Program	6.0
3225	I-205 Widening	2.0
<b>Highway Subtotal</b>		<b>\$ 87.65 million</b>

### **High Priority Transit Projects**

16	Union Station	\$ .1 million
99	Gresham MAX Station	1.4
216	Wilsonville SMART Bus Facilities	.25
<b>Transit Subtotal</b>		<b>\$ 1.75 million</b>
<b>GRAND TOTAL</b>		<b>\$ 89.40 million</b>

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$62.2 ) RESOLUTION NO. 05-3529  
MILLION OF TRANSPORTATION PRIORITIES )  
FUNDING FOR THE YEARS 2008 AND 2009, )  
PENDING AIR QUALITY CONFORMITY )  
DETERMINATION. ) Introduced by Councilor Rex Burkholder

WHEREAS, approximately \$62.2 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Transportation Priorities process, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No 04-3431 For the Purpose of Adopting the Policy Direction, Program Objectives, Procedures and Criteria for the Priorities 2006-09 Metropolitan Transportation Improvement Program (MTIP) and Allocation of Regional Flexible Funds, adopted March 18, 2004 and further refined at the Metro Council work session of January 11, 2005, and the JPACT meeting of January 20, 2005, and

WHEREAS, Metro received approximately \$130 million in project and program applications, and

WHEREAS, those applications have been evaluated by technical criteria within one of twelve modal categories, by a summary of qualitative factors and by a summary of public comments, and

WHEREAS, an extensive public process has provided an opportunity for comments on the merit and potential impacts of the project and program applications between October 15th and December 6<sup>th</sup>, 2004 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding, and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs to allocate funding in response to the policy direction provided, considering the technical evaluation, qualitative factors, and public comments provided as shown in the staff report Attachment 1, and

WHEREAS, a public hearing was conducted by JPACT and the Metro Council February 17<sup>th</sup>, 2005 to solicit comments on the TPAC recommendation, and

WHEREAS, JPACT took action on the TPAC recommendation March 17<sup>th</sup>, 2005, and

WHEREAS, receipt of these funds are conditioned on completion of requirements listed in staff report Attachment 5, and

WHEREAS, the recommended list of projects and programs, along with all of the projects and programs expected to receive federal funding in the 2006 through 2009 fiscal years was analyzed for

conformity with the State Implementation Plan for air quality and adopted within the Metropolitan Transportation Implementation Plan (MTIP); now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2006-09 process as shown in staff report Attachment 1.

ADOPTED by the Metro Council this 24<sup>th</sup> day of March 2005

---

David Bragdon, Council President

Approved as to Form:

---

Daniel B. Cooper, Metro Attorney

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3529, FOR THE PURPOSE OF ALLOCATING \$62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE FEDERAL FISCAL YEARS 2008 AND 2009 PENDING AIR QUALITY CONFORMITY DETERMINATION.

Date: March 3, 2005

Prepared by: Ted Leybold

### BACKGROUND

The Transportation Priorities 2006-09; Investing in the 2040 Growth Concept program allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecast to receive \$62.2 million from these sources in the federal fiscal years of 2008 and 2009. Previous allocations have identified projects and programs to receive funds during the fiscal years of 2006 and 2007.

Prior to the application process, an outreach process identified a general policy direction for the allocation of these funds. The primary objective of the program as adopted by the Metro Council is to leverage economic development through investments that support Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include emphasizing modes that do not have other sources of dedicated revenue, completing gaps in modal systems and developing a multi-modal transportation system.

Metro expects to distribute approximately \$62.2 million in regional flexible funds during the Transportation Priorities process. Table 1 demonstrates the new funds forecast to be available for projects and programs.

Table 1: New Regional Flexible Funds Available for Programming

	2006	2007	2008	2009
STP			\$16,800,000	\$16,800,000
CMAQ			\$13,400,000	\$13,500,000
Interstate Transfer	\$1,728,000			
Total	\$1,728,000		\$30,200,000	\$30,300,000

More than 70 project and program applications were received requesting more than \$130 million. A technical ranking of projects was completed for the project applications within twelve modal categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between October 15th and December 16<sup>th</sup> 2004.

Further policy direction was provided by the Metro Council and JPACT to direct staff on how to narrow the First Cut List to a draft staff recommended Final Cut List. The direction included honoring past commitments for these funds and continuing funding of Metro planning. The direction also included funding projects in all 2040 mixed-use and industrial land areas and emphasizing non-road or bridge projects in mixed-use areas to maximize development and multi-modal objectives. Finally, all projects and programs were to be screened based on their relationship to the implementation of mixed-use and/or



industrial area plans and development using the 2040 technical score and qualitative issues identified in project applications or through public comments.

Attached are the following updated Transportation Priorities 2006-2009 documents:

Attachment 1 summarizes the list of candidate applications recommended by Metro staff as best meeting program goals and objectives (a “base package” representing 85% of forecasted revenues) and the recommendations of TPAC of two options that fully allocate all forecasted revenues.

Attachment 2 is a summary of program policy goals and objectives and policy direction from Metro Council and JPACT to technical staff on how to narrow the First Cut List to a Final Cut List balanced against expected revenues.

Attachment 3 is an explanation of the TPAC Recommendations as it relates to the program policy goals and objectives.

Attachment 4 is a draft recommendation outlining the conditions to be met to allow obligation of Transportation Priorities funds for each project or program recommended for funding.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21<sup>st</sup> Century or TEA-21). The allocation process is intended to implement the Transportation Priorities 2006-09 program policies as defined by Metro Resolution No. 04-3431.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. Current options under consideration would include \$203,400 over the fiscal years 2008 and 2009. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$419,200 of required local match for other regional planning activities over the course of the 2006 – 2009 time period.

## **RECOMMENDED ACTION**

Approve the resolution as recommended.

## **ATTACHMENTS:**

Attachment 1: Funding Recommendations

Attachment 2: Transportation Priorities 2006-09 Policy Objectives

Attachment 3: Transportation Priorities 2006-09: Investing in the 2040 Growth Concept (*Explanation of Metro Staff Project/Program Recommendations*)

Attachment 4: Transportation Priorities 2006-09: Investing in the 2040 Growth Concept (*Conditions of Program Approval*)

**Funding Recommendations Priorities  
2006 - 2009**

Attachment 1  
to Staff Report for Resolution No. 05-3529

Project code	Project name	Metro Staff Recommendation		TPAC Recommendation <sup>3</sup>	
		Base package recommendation (millions of \$) <sup>1</sup>	Potential Adds <sup>2</sup>	Option A funding amounts	Option B funding amounts
<b>Planning</b>					
PI0005	Regional Freight Planning: region wide	\$0.300		\$0.300	\$0.300
PI0001	MPO Required Planning: region wide	\$1.731		\$1.731	\$1.731
PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2.000		\$2.000	\$2.000
PI5053	Multi-Use Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0.300		\$0.300	\$0.300
PI0002	Next Priority Corridor Study	\$0.500		\$0.500	\$0.500
PI1017	Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0.688		\$0.688	\$0.688
PI8000	Bike Model and Interactive Map: region wide		\$0.201		\$0.201
PI0004	Livable Streets Update: region wide		\$0.200		
<b>Bike/Trail</b>					
Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$1.629		\$1.629	\$1.629
BK4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$0.966	\$0.685	\$1.651	\$0.966
Bk2055	Springwater Trailhead at Main City Park	\$0.310		\$0.310	\$0.310
Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890		\$0.890	\$0.890
Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	\$0.742		\$0.742	
Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675		\$0.675	\$0.675
Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (ROW)		\$0.600	\$0.600	\$0.600
Bk5110	Jennifer St: 16th to 122nd		\$0.550		
<b>Pedestrian</b>					
Pd3163	Forest Grove Town Center Pedestrian Improvements	\$0.660		\$0.660	\$0.660
Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0.450		\$0.450	\$0.450
Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside		\$1.400	\$0.900	
Pd1227	Tacoma St: 6th to 21st		\$1.402		
Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry		\$0.538	\$0.538	

Project code	Project name	Metro Staff Recommendation		TPAC Recommendation <sup>3</sup>	
		Base package recommendation (millions of \$) <sup>1</sup>	Potential Adds <sup>2</sup>	Option A funding amounts	Option B funding amounts
<b>Regional Travel Options</b>					
n/a	Program management & administration	\$0.340		\$0.340	\$0.340
n/a	Regional marketing program	\$2.960		\$2.960	\$2.460
n/a	Regional evaluation	\$0.300		\$0.300	\$0.300
n/a	1 TravelSmart project	\$0.500		\$0.500	\$0.500
n/a	1 TravelSmart project		\$0.500		
<b>Transit Oriented Development</b>					
TD8005	Regional TOD LRT Station Area Program	\$3.000		\$3.000	\$2.500
TD0002	Regional TOD Urban Center Program	\$1.000	\$0.500	\$1.000	\$1.500
TD0003	Site acquisition: Beaverton regional center	\$2.000	\$1.000	\$2.650	\$2.000
TD0004	Gateway Transit Center Redevelopment		\$0.500	\$0.500	
<b>Transit</b>					
Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16.000		\$16.000	\$16.000
Tr1002	I-205 Supplemental	\$2.600		\$2.600	\$2.600
Tr8035	Frequent Bus Capital program	\$2.750		\$2.750	\$2.750
Tr1106	Eastside Streetcar (Con)		\$1.000	\$1.000	
Tr5126	South Metro Amtrak Station: Phase II		\$1.150	\$1.150	\$1.000
<b>Road Capacity</b>					
RC6014	SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1.000		\$1.000	\$1.000
RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)		\$1.411		\$1.000
RC7000	SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (ROW + \$1.0m)		\$2.000		\$2.000
RC6127	Boones Ferry Road at Lanewood Street		\$1.400		
RC2110	Wood Village Blvd: Arata to Halsey		\$0.815		
<b>Road Reconstruction</b>					
RR1053	Naito Parkway: NW Davis to SW Market		\$3.840		
Fr3166	10th Avenue at Highway 8 intersections		\$0.837		
RR2035	Cleveland St: NE Stark to SE Powell		\$1.540		\$1.000

**Funding Recommendations Priorities  
2006 - 2009**

Project code	Project name	Metro Staff Recommendation		TPAC Recommendation <sup>3</sup>	
		Base package recommendation (millions of \$) <sup>1</sup>	Potential Adds <sup>2</sup>	Option A funding amounts	Option B funding amounts
<b>Boulevard</b>					
Bd3020	Rose Biggi extension: Crescent St. to Hall (PE)	\$0.580	\$1.140	\$0.580	\$0.580
Bd1051	Burnside Street: Bridge to E 14th (PE)	\$1.650		\$1.650	\$1.650
Bd1260	Killingsworth: N Commercial to NE MLK (PE)	\$0.400		\$0.400	\$0.400
<b>Freight</b>					
Fr4063	N Lombard: Slough over crossing	\$2.210		\$2.210	\$2.210
Fr3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0.341		\$0.341	\$0.341
Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$0.900	\$0.900	\$0.900	\$1.800
Fr6086	Kinsman Road extension: Barber to Boeckman	\$1.400		\$1.400	\$1.400
Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0.179		\$0.179	\$0.179
<b>Large Bridge</b>					
RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1.500	\$1.000	\$1.500	\$2.000
<b>Green Streets</b>					
GS1224	NE Cully Boulevard: Prescott to Killingsworth	\$2.457		\$2.457	\$2.457
GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.000		\$1.000	\$1.000
	<b>Total</b>	<b>\$56.908</b>	<b>\$25.109</b>	<b>\$62.931</b>	<b>\$62.867</b>

<sup>1</sup> Base Package: Project and program funding that best meet policy objectives and direction from a technical evaluation perspective.

<sup>2</sup> Potential Adds: Projects and program funding that meet policy objectives and direction, but not as definitively as the Base Package recommendation. Need policy-level determination of which projects/programs to include in the final funding package.

<sup>3</sup> Options A & B: Transportation Policy Alternative Committee (TPAC) recommendation options for public comment and JPACT/Metro Council consideration.

: Reduction from Base Package recommendation

### **Transportation Priorities 2006-09 Policy Objectives**

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average biennial requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities (5 miles of bicycle improvements and 1.5 miles of pedestrian improvements, independent of road/bridge capacity or reconstruction projects)

### **Implementation of Program Policy Objectives For Narrowing To Final Cut List**

1. Support economic development in priority land use areas.

In addition to the quantitative technical summary, provide information in the staff report on how each project or modal category of projects addresses:

- link to retention and/or attraction of traded-sector jobs,
- transportation barrier to development in 2040 priority land use areas
- support of livability and attractiveness of the region.

2. Emphasize priority modal categories in the following manner:

- A. Emphasize projects in the bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit categories by:

- proposing the top-ranked projects at clear break points in technical scoring in all of the emphasis categories (with limited consideration of qualitative issues and public comments).
- B. Nominate projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and over all technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:
- project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
  - funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
  - the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- C. When considering nomination of applications to fund project development or match costs, address the following:
- Strong potential to leverage discretionary (competitive) revenues.
  - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
  - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
3. As a means of further emphasis on implementation of Green Street principles, the following measures should also be implemented:
- Staff may propose conditional approval of project funding to further review of the feasibility of including green street elements, particularly interception and infiltration elements.
  - Strong consideration will be given to funding the Livable Streets Update application in the Planning category. This work would document the latest research and further the training and education of green street implementation in the region.

## **Transportation Priorities 2006-09: *Investing in the 2040 Growth Concept***

### **Explanation of Metro Staff Project/Program Recommendations**

Following is a summary of the rationale used by Metro staff to implement the policy direction provided by JPACT and the Metro Council in developing a Final Cut List recommendation as shown in Attachment 2 to the staff report. The summary is organized by mode category.

#### **Bike/Trail**

- The top six technically ranked projects were nominated for inclusion in the final cut list base package. The fourth, fifth and sixth ranked projects had similar technical scores while there is a more pronounced break point between the sixth and seventh ranked project.
- The Marine Drive trail gaps project was initially reduced in recommended funding in the Base package by the amount that project was thought likely to receive through the state Transportation Enhancement (TE) funding program. Subsequent communication with the TE staff indicates the project is not likely to receive funding through that program. TPAC recommended this funding be restored in the Option A add package.
- The Trolley Trail project was reduced in recommended funding in the Base package by half to allow coordination with the area sewer districts for the potential use of the trail right-of-way for a sewer trunk line. Slowing the rate of funding for this project would allow better construction coordination and the potential for shared construction costs. The Option B package would eliminate all funding consideration for this project in this funding cycle.
- Right-of-way for the Powerline Trail from Schuepback Park to Burntwood Drive is included in the Option A package to help secure the undeveloped Mt. Williams property where the project is located prior to the expiration of a purchase option owned by a consortium seeking to secure the property for park and trail use.
- The projects included in the Base package will meet progress needed on air quality Transportation Control Measures of 5 miles per biennium. Option A proposed projects would provide 7.6 miles of new bicycle facilities. Option B proposed projects would provide a total of 5.5 miles of new bicycle facilities. However, the location of the 2.3 miles of MAX multi-use path project is located in the Gresham regional and Rockwood town centers and therefore is eligible to meet required pedestrian improvements. As proposed funding for the Pedestrian improvements may not meet air quality TCM requirements (further definition is needed for the Forest Grove Town Center project) a portion of the MAX path project may be needed to meet the pedestrian projects need.

#### **Response to Policy Guidance**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the bicycle modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

- Address transportation barrier to development in 2040 priority land use areas

None of the projects in the bicycle/trail category remove or reduce a congestion barrier that is preventing development in a 2040 priority land use area. However, all of the projects, other than the Springwater Trailhead project, would provide an alternative mode option to priority land use areas that have or are forecast to have congestion.

- Support livability and attractiveness of the region.

The development of a regional bike system and bike access to 2040 priority land use areas contribute to the economic vitality of the region by increasing bike trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of bicycle facilities also contributes to the overall livability and attractiveness to both companies and work force to locate in the region.

*Emphasize modes that do not have other sources of revenue*

On-street bicycle projects, outside of vehicle capacity or reconstruction projects that are required to build bike facilities, only have the dedicated funding of a state program that allocates approximately \$2.5 million per year to bicycle and pedestrian projects on state facilities. Off-street trails are one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

*Complete gaps in modal systems*

The bicycle projects recommended for further consideration all complete gaps in the existing bicycle network. While the Springwater Trailhead project does not strictly complete a gap in the provision of a bike trail or lane, it does provide needed user facilities on the trail system that do not exist today.

*Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan*

The bicycle and trail projects recommended for further consideration would provide 8.65 miles of a required 5 miles of new bicycle facilities for the two-year funding period. This assumes the MAX multi-use path project in Gresham would be applied to meeting requirements for the provision of pedestrian facilities and is included in the calculation of that category.

**Boulevard**

- The top three technically ranked projects were nominated for further consideration, as there is a clear break point between the third and fourth ranked projects.



- As the Rose Biggi project is adjacent to the TOD acquisition site in Beaverton that is also recommended for funding, only preliminary engineering is recommended in the base package to reserve availability of resources for other areas of the region. PE is the minimum effort necessary to sustain momentum on the extension of the road north to Hall Boulevard.
- The Burnside Street project may receive a federal earmark that would complete PE funding for this project phase.
- Recommended funding for the Killingsworth project is reduced by the amount the project is likely to receive through the state Transportation Enhancement funding program. This recommendation may be revisited as the TE funding award process progresses. PE funding is recommended for the remaining segment between N Commercial and NE MLK Boulevard.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the boulevard modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Boulevard projects recommended support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

None of the projects in the boulevard category remove or reduce a congestion barrier that is preventing development in a 2040 priority land use area. However, all of the projects would enhance the trip end experience for users of alternative modes to access priority land use areas that have or are forecast to have congestion.

- Support livability and attractiveness of the region.

The recommended projects are a direct investment in priority 2040 mixed land use areas and support further economic development in those areas by providing the facilities and amenities necessary to support higher densities of development, a mix of land use types and higher percentage of trips by alternative modes and by enhancing land values in the vicinity of the project.

#### *Emphasize modes that do not have other sources of revenue*

While elements of Boulevard projects are eligible for different sources of transportation funding, they have no source of dedicated funding to strategically implement these types of improvements in priority 2040 land use areas.

*Complete gaps in modal systems*

The recommended projects add new or enhance existing pedestrian and some bike facilities to the regional network. The Rose Biggi project would construct a new collector level motor vehicle connection within a regional center to meet regional guidance on street connectivity.

*Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan*

The Boulevard projects recommended for further consideration would only provide preliminary engineering funds and therefore not contribute to the required 5 miles of new bicycle facilities and 1.5 miles of pedestrian facilities for the two-year funding period.

**Large Bridge**

- The Sellwood Bridge type, size and location study and preliminary environmental work is proposed for funding in the base package in the amount of \$1.5 million.
- The recommendation for this project is based on this project best meeting the policy direction for inclusion of projects in the non-emphasis categories. The project has the potential for regional flexible funds to seed local and state project development funds that could then leverage a large allocation from federal and state Bridge Replacement funds to reconstruct the Sellwood Bridge. ODOT Region One is proposing \$1.5 million in STIP funding for this project with the County providing \$2.1 million of matching funds. These funds will be used to solicit \$12.8 million additional funds, currently under recommendation by the state bridge committee to the Oregon Transportation Commission for PE and right-of-way costs. The total effort will be used to solicit additional HBRR and other federal funds in the future to complete construction of the project.
- An additional \$500,000 is recommended in the Option B package to solicit discussion on the need for additional Transportation Priorities funding to secure the \$12.8 million of HBRR Local Bridge funds.

**Response to Policy Guidance**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the large bridge modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Sellwood Bridge project supports the redevelopment of the South Waterfront and Tacoma main street and the greater North Milwaukie industrial area. Industrial, office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas.  
Due to bridge cracking, the Sellwood Bridge is currently closed to all vehicles greater than 10,000 lbs gross vehicle weight. This represents a significant barrier to the attractiveness for any business development in the vicinity of the bridge that would rely on truck access.

- Support livability and attractiveness of the region.  
With one 4-foot sidewalk occluded by light and sign posts, narrow travel lanes and no bike lanes, the current bridge is a significant barrier to access to the network of multi-use paths and bicycle lanes in the area. A new bridge provide greater connectivity between the east and west sides of the Willamette River.

*Emphasize modes that do not have other sources of revenue*

Bridge projects receive dedicated sources of revenue from federal and state funding sources. Award of these funds is done on a competitive process and allocation of regional flexible funds would be intended to develop enough project detail to effectively compete for those sources of revenue.

*Complete gaps in modal systems*

Meets the narrowing policy objectives of and providing new pedestrian and bicycle facilities that do not exist and are not likely to be constructed without programming of regional flexible funds. The project would also reopen the bridge to freight and transit traffic that is currently rerouted to the Ross Island Bridge approximately 2.5 miles to the north.

*Develop a multi-modal transportation system*

This is not a modal emphasis category for the Transportation Priorities program. However, a new bridge would provide new bicycle lanes, replace a single side substandard sidewalk, provide local freight access and serve two regional bus routes that can no longer use the current bridge.

*Meet the average annual requirements of the State air quality implementation plan*

As a replacement or reconstruction project, this project does not address this policy goal.

## **Green Streets**

- The top technically ranked green street demonstration projects for street and culvert retrofits are recommended for the final cut list base package. While these were the only candidate applicants in these categories, both are strong projects and worthy of funding.
- The Cully Boulevard project will provide improvements in a 2040 mixed-use main street located in a low-income and minority community and will provide technical data on water quantity/quality improvements associated with green street techniques.
- The Beaver Creek Culverts project will support recovery of endangered species, removing barriers associated with transportation facilities and will leverage a large local match and state restoration grant (70% of total project cost). To balance the program, funding is recommended to be reduced by \$470,000 to a regional share of \$1,000,000. The reduction would need to be made up from other sources or by a reduction in work scope such as reconstructing 2 of the 3 culverts or constructing lower-cost retrofit options.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the green street modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Cully Street project would support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure. Additionally, green street design principals and the removal of fish barrier culverts are part of the region's management plan to address the listing of several native fish species under the federal endangered species act. Demonstrating programmatic implementation of the management plan is important to staying in compliance with the act and preventing lawsuits or federal actions that could hinder future ability to attract traded sector jobs to the region.

- Address transportation barrier to development in 2040 priority land use areas

Neither of the applications address a specific transportation congestion barrier to development in a 2040 priority land use area. However, the Cully project would provide on-street parking, sidewalks and bicycle lanes that are lacking today and deter access and investment in the area.

- Support livability and attractiveness of the region.

The Cully Street demonstration project supports the economic development of a mixed-use main street. As a demonstration project for innovative stormwater management techniques in the public right-of-way, the project has the potential to promote a less costly, environmentally sensible means of managing stormwater runoff region wide. The Beaver Creek culverts retrofit project support economic development by supporting the provision of wildlife within an urban area, increasing its attractiveness to companies and work force to locate in the area.

#### *Emphasize modes that do not have other sources of revenue.*

There are no sources of dedicated revenue to support the demonstration of innovative stormwater management techniques in the public right-of-way. There are state grants available through the Oregon Water Enhancement Board to restore stream habitat, including retrofit or replacements of culverts. However, these grants require local match funds and are competitive relative to the needs and range of project eligibility.

#### *Complete gaps in modal systems.*

As a demonstration project category, Green Streets projects do not directly address this policy.

#### *Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

#### *Meet the average annual requirements of the State air quality implementation plan.*

As a demonstration project category, Green Streets projects do not directly address this policy.

## **Freight**

- All or a portion of the top five technically ranked projects are recommended for further consideration by Metro staff in the freight category. There was a clear break point in the technical score between the fifth and sixth ranked projects.
- The Base package proposes to split with the Port of Portland the increase in project costs discovered subsequent to application for and the proposed award of OTIA III funds to the N Leadbetter railroad over crossing project. Option B restores full funding of the cost increase to the project.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the freight modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Lombard Slough over crossing project is the central freight connector through the region's largest regionally significant industrial area with 190 companies and 8,000 industrial jobs. If the Lombard Slough over crossing is weight limited in the future, it would require an 11 mile out-of-direction travel between South Rivergate, where many traded-sector companies are located, and Terminal 6, the region's only inter-modal container terminal. The Leadbetter extension project would provide grade-separated access over a rail spur from a large traded-sector employer (Columbia Sportswear) and developing industrial land to the entrance of Terminal 6, extending the capacity of the existing warehouse facility and number of potential employees located there.

- Address transportation barrier to development in 2040 priority land use areas

Without the Lombard Slough bridge improvement, a 113 acre vacant parcel, one of 25 industrial sites of statewide significance identified by the Governor's Industrial lands Task Force and the potential for an additional 1,000 new jobs (scenario of recent Vestas proposal), would not be able to fully develop. The Leadbetter extension project would increase attractiveness to three developable parcels in the vicinity by creating an alternative to increasing number and length of delays caused by rail traffic blockage. The Tualatin-Sherwood ATMS project would improve operating efficiencies of a congested major freight route connecting a large industrial area, including several hundred acres of vacant industrial land brought into the UGB in 2002 and 2004, with I-5 and 99W. The Kinsman Road project would create a new extension from an existing regional freight road connector and provide new access for 175 acres of vacant industrial land in west Wilsonville that is awaiting development until local concurrency requirements for road capacity can be met.

- Support livability and attractiveness of the region.

By supporting the retention and expansion of traded-sector companies that can grow jobs independent of local economic conditions and supply high-wage jobs, freight projects as a category support the livability and attractiveness of the region.

The freight data collection infrastructure would provide data that would allow more accurate tracking and forecasting of truck movements to better understand freight transportation needs in the region.

*Emphasize modes that do not have other sources of revenue*

The five recommended freight projects are road capacity, reconstruction or operations projects. These projects are eligible for funding through state trust fund and pass through revenues. The OTIA III process has also dedicated \$100 million of statewide funding to these types of projects.

*Complete gaps in modal systems*

The Lombard slough over-crossing project would prevent the closure of freight traffic on the regional freight system. The Kinsman Road and Leadbetter projects would provide new connections to the motor vehicle system.

*Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan*

As capacity, reconstruction or operational projects, this project category does not address this policy goal.

## **Planning**

### On-Going

- MPO Required Planning is recommended for funding. This funding continues the practice of previous allocations (adjusted 3% annually for inflation) to the Metro planning department for the provision of regional transportation planning services necessary to carry out MPO functions. Use of regional flexible funds for this purpose began as an alternative to collection of dues from local transportation agencies.
- Regional Freight Planning is recommended for funding. Funding for regional freight planning services began in FFYs 2004 and 2005 as freight and economic development became prominent regional and political issues. This allocation would fund these services for 2006 through 2009.

### Corridor Planning

- The Milwaukie light rail Supplemental EIS is recommended for funding at \$2.0 of its \$3.725 million cost from regional flexible funds. This effort is needed to make the project eligible to receive federal funds.
- The Willamette Shoreline – Highway 43 Transit alternatives analysis is proposed for funding. Preliminary engineering phase is not recommended at this time but should await further development of a strategy for corridor improvements through the AA process.
- Three of the four Multi-Use master plans (Lake Oswego to Milwaukie, Tonquin Trail, and the Mt. Scott to Scouter's Loop trail) are recommended for funding. These trail projects span multiple local jurisdictions that need technical support to prepare trails to enter preliminary

engineering and continue efforts provided at Metro to developing regional trail projects through implementation of the Greenspaces bond measure. The Sullivan's Gulch trail is not recommended for funding as it was not indicated as a local priority to the city of Portland and to the degree of cooperation and effort that will be needed to complete master planning work for this project.

- The Next Priority Corridor analysis is recommended for funding. This work would address the fourth corridor from regional flexible funds of the 18 corridor plans the state Department of Land Conservation and Development requires the region to complete as part of the adoption of the Regional Transportation Plan. JPACT has requested ODOT also contribute to the completion of a second corridor study in this time frame conditioned on regional funding of one corridor study.

#### Planning Enhancements

- The Bicycle Interactive Map and Model Update is recommended for funding in the Option 2 package.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the planning category addresses the following policy guidance.

##### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

None of the candidate planning activities claimed a direct link to the retention or attraction of a specific traded-sector business to the region. However, planning activities are necessary to ensure federal funding eligibility and adequate transportation services to the region, both essential to retaining and attracting traded-sector businesses to the region in general.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of frequent transit service. The Milwaukie LRT Supplemental EIS and the Willamette Shoreline AA are steps in providing reliable frequent transit service to the Central City and Milwaukie and Lake Oswego town centers, key pieces of investment to ensuring the allowance of future development to proceed in those areas. Other planning activities proposed for funding support economic development by ensuring the 2040 priority land use areas are adequately served by transportation services and that requirements are met to allow state and federal funding to be allocated to projects serving those areas.

- Support livability and attractiveness of the region.

Transportation planning activities support the livability and attractiveness of the region by ensuring the transportation system adequately serves the comprehensive land use plans of the region and local communities.

*Emphasize modes that do not have other sources of revenue*

General planning transportation activities, but not specific corridor planning activities, are supported through limited federal planning revenues, though not enough to cover planning services provided to the region.

*Complete gaps in modal systems*

Planning activities identify and direct funding to projects that complete gaps in modal systems.

*Develop a multi-modal transportation system*

Planning activities identify and direct funding to projects that develop multi-modal systems. This is an emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan*

While used to develop, coordinate and report on the implementation of the annual requirements, planning does not construct new facilities to meet State air quality plan requirements.

**Pedestrian**

- The top two technically ranked projects are recommended for funding on the final cut list base package as there is a clear break in the technical scoring between the second and third ranked projects and no clear break between the third and fifth ranked projects.
- \$900,000 is recommended for the Rockwood Pedestrian to MAX project is in the Option A package.
- The Capitol Highway (PE) pedestrian project is recommended for funding in the Option A package.
- The ODOT Preservation Supplement request is a result of regional policy request to ODOT. The funding amount from regional flexible funds would provide cost sharing with ODOT Region One from funding proposed in the draft STIP outside of their preservation program to provide pedestrian and potentially bicycle and transit improvements in conjunction with their preservation work. It appears at this time that ODOT will be able to provide pedestrian improvement treatments on the two urban preservation projects (Powell Boulevard: 50th to I-205, and NW Yeon) with existing STIP revenues. A preliminary cost analysis of adding bicycle lanes on SE Powell between 71<sup>st</sup> and 82<sup>nd</sup> Avenues, consistent with the Portland TSP, was cost prohibitive at between \$5 and \$7 million as a preservation supplement project.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the pedestrian modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs



The Pedestrian projects recommended support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of a well-connected local street system to support walking trips within the mixed-use area. The Forest Grove and Milwaukie town center pedestrian projects are steps in providing pedestrian access on their well connected downtown street networks, key pieces of investment to ensuring the allowance of future development to proceed in those areas.

- Support livability and attractiveness of the region.

The pedestrian projects recommended contribute to the economic vitality of the Forest Grove and Milwaukie mixed-use areas by providing access by users who would not require more land intensive and costly auto parking spaces.

#### *Emphasize modes that do not have other sources of revenue*

Pedestrian projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

#### *Complete gaps in modal systems*

The pedestrian projects recommended for further consideration all complete gaps, either with new facilities or upgrading substandard facilities, in the existing pedestrian network.

#### *Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

#### *Meet the average annual requirements of the State air quality implementation plan*

The pedestrian projects recommended for further consideration would provide .26 miles (+ Forest Grove – still confirming length of project) of a required 1.5 miles of new pedestrian facilities within mixed-use areas for the two-year funding period. The MAX multi-use path project, evaluated in the Bike/Trail category could contribute a portion of its 2.32 miles of pedestrian improvement to meet air quality plan requirements for the provision of pedestrian facilities as it is located in the Gresham regional and Rockwood town centers.

### **Road Capacity**

- The SW Greenberg Road project in the Washington Square regional center is recommended for funding as the top tier road capacity project with a clear break point in project score between it and the next tier of projects (#2 through #5). The \$1 million request would complete project

funding of local resources and prior regional award of PE funds for a total project cost of \$5 million.

- The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection project is located in the Raleigh Hills town center. Funding is recommended for a portion of the PE costs in the Option B package. Funding would be conditioned on the completion of some planning work for the large portion of the town center area to be impacted by the right-of-way acquisition process. The county is seeking to use progress on PE work to solicit state and federal funds for right-of-way and construction.
- Right-of-way acquisition costs of \$2 million is recommended for funding of the 172nd Avenue project in the Option B package. This would address the \$1.0 million estimated right-of-way costs and a start on construction costs. This project is located in the newly expanding urban area on the east side of Happy Valley. The application will leverage \$10 million of County funds to complete construction of the project. The County has begun master planning of the area surrounding this project and anticipates designating much of it as Regionally Significant Industrial Area to serve as a job base for Happy Valley. This is also the only project proposed for funding in the recently expanded urban growth boundary area, which when master planning is completed, is one of the priority land use emphasis areas. This funding is recommended to be conditioned on completion of the Damascus master plan and for the project design to be consistent with implementation of the master plan.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the road capacity modal category addresses the following policy guidance.

##### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The SE 172<sup>nd</sup> Avenue project will provide the primary arterial access to the future Rock Creek industrial area. Forecasts of expected traded-sector jobs will be available upon completion of the Damascus concept plan.

The B-H/Scholls project would support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure. No specific link to the retention or attraction of traded-sector jobs was provided by the project applicant.

- Address transportation barrier to development in 2040 priority land use areas

Upon completion of the Damascus concept plan, the SE 172<sup>nd</sup> Avenue project will address the primary urban infrastructure need to development of the future Rock Creek industrial area. The Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project, if tied to the development of a Raleigh Hills town center planning effort, is of a scale and impact to provide significant redevelopment opportunities in that area. The Wood Village Boulevard project would provide new access and development opportunity in the Wood Village town center.

- Support livability and attractiveness of the region.

*Emphasize modes that do not have other sources of revenue*

Road capacity projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over capacity projects.

*Complete gaps in modal systems*

Other than the Wood Village Boulevard project, which would complete a gap in the motor vehicle street system between Halsey and Arata Road, these projects expand existing motor vehicle connections. New connections to complete gaps in the pedestrian and bicycle system would be provided with these projects, however.

*Develop a multi-modal transportation system*

This is not a modal emphasis category for the Transportation Priorities program. However, all of these projects would provide new or upgrade substandard pedestrian and bicycle facilities on these roads (current Greenburg Road has existing sidewalks but no bike lanes).

*Meet the average annual requirements of the State air quality implementation plan*

These projects do not address this policy goal.

## **Road Reconstruction**

- The Cleveland Street project is recommended for funding at \$1 million in the Option B package. If funded, it would be necessary to work with the City of Gresham to define a phase of the project that could be completed with this amount or additional sources secured. This project demonstrated strong connections to the development of the Gresham regional center and adds sidewalk, bicycle and transit elements that are currently missing from the existing facility. It also strongly incorporates green street elements, providing another demonstration project for the region.

## **Response to Policy Guidance**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the road reconstruction modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Cleveland Street project would support the redevelopment of adjacent properties in the regional center to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

- Support livability and attractiveness of the region.

*Emphasize modes that do not have other sources of revenue*

Road reconstruction projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over reconstruction projects.

*Complete gaps in modal systems*

The recommended project does not complete gaps in the existing motor vehicle system but provides new pedestrian and bicycle facilities, completing gaps in those modal systems.

*Develop a multi-modal transportation system*

This is not a modal emphasis category for the Transportation Priorities program. However, the project would provide new or upgrade substandard pedestrian and bicycle facilities.

*Meet the average annual requirements of the State air quality implementation plan*

These projects do not address this policy goal.

Regional Travel Options

- The Regional Travel Options program is recommended for further consideration at the level of funding needed to implement the programs strategic plan, with the exception of providing vanpool capital assistance, in the base funding package.
- \$500,000 is recommended to be eliminated from the RTO Program in the Option B package. No specific guidance on which portion of the program to eliminate was provided.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the regional travel options category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs
- Address transportation barrier to development in 2040 priority land use areas  
The RTO program is regional in scope and therefore markets and provides travel option services, reducing congestion region wide.
- Support livability and attractiveness of the region.

*Emphasize modes that do not have other sources of revenue*

These programs are not supported by other sources of dedicated transportation revenues although they do leverage funding from private Transportation Management Associations and other grants.

*Complete gaps in modal systems*

The RTO program does not construct projects and therefore does not address this policy goal.

*Develop a multi-modal transportation system*

This is a policy emphasis category for the Transportation Priorities program. RTO projects contribute to the development of a multi-modal system by educating and providing incentives to reduce trips or use existing pedestrian, bicycle and public transit facilities.

*Meet the average annual requirements of the State air quality implementation plan*

While the RTO programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

**Transit Oriented Development (TOD)**

- The TOD rail station area and urban centers programs are recommended for funding equal to the previous allocation.
- The Beaverton TOD site acquisition project is also recommended for funding at \$2 million, equal to the previous allocation to the Gresham Civic station site in the previous allocation. This would be a \$1 million cut from the requested amount. It is recommended that the City of Beaverton investigate use of other sources to match the large regional contribution to the project. \$650,000 of this cut would be restored in the Option A package.
- The Gateway TOD site would be funded for \$500,000 in the Option 1 package.
- The urban centers program is recommended for an additional \$500,000 in the Option B package but the same \$500,000 is recommended to be eliminated from the TOD category, with no specific recommendation on what project or program to reduce, in the Option B package.

**Response to Policy Guidance**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the transit oriented development category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs
  - Address transportation barrier to development in 2040 priority land use areas
- The TOD program and recommended projects address market development barriers to development in 2040 priority mixed-use land use areas.

- Support livability and attractiveness of the region.

The TOD program and recommended projects support implementation of regional and local comprehensive plans by supporting mixed-use development at densities and with amenities beyond what the current market will bear in emerging mixed-use areas.

*Emphasize modes that do not have other sources of revenue*

While urban renewal and other programs facilitate new development, transit oriented development projects are specifically designed to increase the efficiency of the regions investment in the transit system and is not supported by other sources funding.

*Complete gaps in modal systems*

The TOD program and projects do not address this policy goal.

*Develop a multi-modal transportation system*

This is a modal policy emphasis category for the Transportation Priorities program. TOD projects contribute to the development of a multi-modal system by increasing the density and design of development in areas well served by existing pedestrian, bicycle and public transit facilities. This increases the use of those facilities and makes them more cost-effective.

*Meet the average annual requirements of the State air quality implementation plan*

While the TOD programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

## **Transit**

- The existing commitments (by Metro Resolution) to rail transit projects in the region are recommended for funding.
- The Frequent Bus program is recommended for funding at a rate equal to the previous allocation amount.
- The Eastside Streetcar is recommended for funding in the Option A package.
- The South Metro Amtrak station is recommended for funding at \$1.15 million in the Option A package and for \$1 million in the Option B package.

## **Response to Policy Guidance**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the transit modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs
- Office and commercial space in the mixed-use areas served by these transit projects may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of frequent transit service. The existing rail commitments and the Frequent Bus capital improvement program are steps in providing reliable frequent transit service to mixed-use and industrial areas region-wide, key pieces of investment to ensuring the allowance of future development to proceed in those areas.

- Support livability and attractiveness of the region.

The development of a comprehensive regional transit system with frequent and reliable access to 2040 priority land use areas contribute to the economic vitality of the region by increasing trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of transit facilities also contributes to the overall livability and attractiveness to both companies and work force to locate in the region.

*Emphasize modes that do not have other sources of revenue*

The existing rail commitments and the Eastside Streetcar fund applications are used to leverage large federal grants to construct those projects. Currently, TriMet general fund revenues are committed to transit service as a means of not having to cut bus service hours and to start new light rail service during the on-going recession. While this was a resource allocation choice, on-street capital improvements for the Frequent Bus program now come solely from the Transportation Priorities program. The south Amtrak station improvements are not eligible for any other source of transportation revenues.

*Complete gaps in modal systems*

The rail commitments and Eastside Streetcar projects extend high frequency service to new areas consistent with the RTP and local Transportation System Plans, however, they do not strictly fill in gaps within the existing rail network. Frequent Bus improvements will allow new frequent bus service connecting gaps in the existing system.

*Develop a multi-modal transportation system*

This is a modal policy emphasis category for the Transportation Priorities program. Transit projects contribute to the development of a multi-modal system by providing higher efficiency transit service in the corridors served by those projects.

*Meet the average annual requirements of the State air quality implementation plan*

While the rail commitment and Frequent Bus program do not result directly in the provision of additional service hours as required by the air quality implementation plan, they do contribute to service efficiencies that can then be reallocated to providing additional transit service.

**Transportation Priorities 2006-09:  
*Investing in the 2040 Growth Concept***

**Conditions of Program Approval**

**Bike/Trail**

All projects will meet Metro signage and public notification requirements.

(Bk2052) The MAX multi-use path project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bk3072) The Powerline Trail (Schuepback Park to Burntwood Drive) funding is conditioned on the execution of the purchase option of the Mt. Williams property for use of right-of-way for the project. If the purchase option is not executed, Metro may rescind the funds for future reallocation.

**Boulevard**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2<sup>nd</sup> edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3020) The Rose Biggi project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project.

(Bd1260) The Killingsworth project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black and low-income populations in the vicinity of the project.

**Large Bridge**

(RR1012) Funding of the Sellwood Bridge project is contingent on the programming \$1.5 million of STIP funding and Multnomah County prioritizing the Sellwood Bridge as the first



priority large bridge project for receipt of HBRR funds after completion of the Sauvie Island Bridge in 2007.

### **Freight**

(Fr4063): Funding of the N Lombard project is contingent on the demonstration of a financial strategy that does not rely on large (> \$2 m) future contributions from the Transportation Priorities process.

(Fr4087): Funding for the Ledbetter over crossing project is contingent on the programming of \$6 million in ODOT OTIA III funding and \$2 million of local match by the Port of Portland to the project.

The N Lombard and N Ledbetter over crossing project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black population in the vicinity of the project.

### **Green Streets**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets and Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black, Hispanic and low-income populations in the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

### **Planning**

(Pl0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

### **Pedestrian**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

### **Road Capacity**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

(RC7001) The 172<sup>nd</sup> Avenue project funding is conditioned on a project design that implements the transportation implementation strategies and recommendations of the Damascus/Boring concept plan. Based on the recommendations of the plan, the County may request, in coordination with the cities of Damascus and Happy Valley, a different arterial improvement location or scope.

(RC 1184) The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection PE funding is conditioned on the provision of a redevelopment plan being completed for the area encompassed by the project construction impacts in conjunction with PE activities. A general scope for such redevelopment plan will be further defined prior to the March 17<sup>th</sup> JPACT meeting. Demonstration of a financial strategy (not a commitment) for funding of right-of-way and construction that does not rely on large future allocations from regional flexible funds is also required prior to programming of awarded funds.

### **Road Reconstruction**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

(RR2035) Cleveland Avenue is conditioned on the provision of green street elements as described in the project application.

### **Transit Oriented Development (TOD)**

All projects will meet Metro signage and public notification requirements.

(TD8005): Upon completion of a full funding grant agreement, station areas of the I-205 MAX and Washington County commuter rail are eligible for TOD program project support.

### **Transit**

Capital projects will meet Metro signage and public notification requirements.

(TR1106) The Eastside Streetcar project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project. It is also conditioned on the securing of other funding to complete the preliminary design and engineering costs of the project.

M E M O R A N D U M

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



**METRO**

**DATE:** March 10, 2005  
**TO:** JPACT and Interested Parties  
**FROM:** Ted Leybold: Principal Transportation Planner  
**SUBJECT:** Metropolitan Transportation Improvement Program and the Transportation Priorities 2006-09 Final Cut List Recommendations

\* \* \* \* \*

The Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes the selection of projects and programs to receive federal funding. There are three general categories of decision processes that select the projects to receive federal funds and lead to the adoption of the MTIP report (currently scheduled for fall 2005).

First, federal (and state) funding for transportation projects administered by the Oregon Department of Transportation are selected by the Oregon Transportation Commission through the Statewide Transportation Improvement Program (STIP) process. The draft STIP proposes funding for transportation projects in the Metro region in the following amounts for federal fiscal years 2006 through 2009:

**Draft ODOT 2006-09 STIP (Metro Area)**

Highway and Road Modernization (Capacity):	\$202.3 million
Road Safety projects	\$14.1 million
Road Operations	\$16.4 million
Road Preservation	\$85.6 million
Bridge projects	\$24.2 million
Bicycle/Pedestrian	\$1.8 million
<b>Total</b>	<b>\$344.2 million</b>

This does not include other funds forecasted at approximately \$32 million that have yet to be programmed or determined to be inside or outside the Metro area. It also does not include the forecasted \$108 million for maintenance and \$9.8 for planning and project development work in Region One that is not programmed in the STIP. It also does not include projects from the Metro region that may be funded through the Transportation Enhancements program (\$7.9 million statewide in 2007-08).

JPACT and the Metro Council commented on the draft STIP with a letter to the Oregon Transportation Commission on January 31, 2005.

Secondly, the public transportation agencies TriMet and SMART are forecasting the following federal transportation funding support in 2006 through 2009 to be programmed in the MTIP:

**Draft Transit 2006-09 STIP (Metro Area)**

Operating Assistance	\$132.2 million
Bus & Rail Fleet Maintenance	\$29.3 million
Requested Capital Projects (2006 only)	\$69.3 million
<ul style="list-style-type: none"> <li>• I-205 LRT</li> <li>• Beaverton-Wilsonville Commuter Rail</li> <li>• South Waterfront Streetcar</li> <li>• Bus and Rail Maintenance Facilities</li> </ul>	

Local revenues generated by these transit agencies through employer taxes and other sources are not programmed in the MTIP. Local agency revenues such as state transportation trust fund pass through revenues to cities and counties (approximately 40% of state gas and weight-mile taxes and other fees), and other locally generated transportation revenues are also not programmed in the MTIP report.

Finally, regional flexible funds, (from the Surface Transportation Program (STP) and Congestion Mitigation/ Air Quality (CMAQ) grant programs) are being allocated through the Transportation Priorities 2006-09 competitive application process. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will award \$62.3 million of funds for fiscal years 2008 and 2009. This will add to the \$54.75 million of these funds previously selected for funding in years 2006 and 2007.

The Metro staff recommendation to the Transportation Policy Alternatives Committee (TPAC) included a base package of projects that most clearly implement the program objectives and policy guidance provided by JPACT and the Metro Council. The recommendation included projects in the emphasis modal categories where clear technical score breaks distinguish those projects from lower scoring projects in those categories, program funding at levels consistent with previous allocations, and projects from the non-emphasis categories that best meet the additional policy direction as to when to propose funding for those projects. Consideration of a fair and reasonable contribution from regional flexible fund sources was also given to projects when special circumstances warranted such as large project cost, multiple agency interests or project cost increase responsibility.

Additionally, a list of "Potential Adds" projects that represent projects that also addressed the program objectives and policy guidance provided by JPACT and the Metro Council but not as distinctly as the recommended base package of projects was presented for further consideration. From these projects, TPAC recommended two options (Options A and B) of a final list of projects and program funding for public comment and JPACT and Metro Council consideration. These recommendations are listed in Attachment 1 to the staff report.

Also attached is a summary of the Transportation Priorities program objectives and policy direction to staff on the development of a recommended set of projects proposed for funding (Attachment 2), an explanation of how the TPAC recommendations meet these policy directives (Attachment 3), and a draft conditions of approval (Attachment 4).

## TRANSPORTATION PRIORITIES 2006-09

	<u>\$ millions</u>
BASE PROGRAM	\$56.91
<hr/> <u>JPACT approved Changes to Base Program (revenue neutral)</u> <hr/>	
Cully Boulevard	-\$1.0
Eastside Streetcar	\$1.0
Leadbetter extension	-\$0.1
N Lombard Slough Bridge	-\$0.21
Capitol Highway Pedestrian	\$0.31
Trolley Trail	-\$0.74
172nd Avenue	\$0.74
Total Base Program	\$56.91
<hr/> <u>JPACT agreed to consider project additions to the Base Program and decide which are additions to the Base Program vs. contingent commitments</u> <hr/>	
172nd Avenue	\$2.0
South Metro Amtrak Station	\$0.9
Leadbetter extension	-\$0.45
Sellwood Bridge PE	\$0.5
Cleveland Avenue	\$1.54
Powerline Trail right of way	\$0.6
10th Avenue Intersencions (Cornelius)	\$0.86
Beaverton-Hillsdale/Scholls/Oleson PE	\$1.0
Marine Drive bike lanes/path	\$0.69
Gateway TOD	\$0.5
Leadbetter extension <sup>1</sup>	\$1.45
Willamette Shoreline/Hwy 43 Transit PE	\$0.6
Wood Village Boulevard	<u>\$0.45</u>
Total Potential Project Additions	\$10.64

<sup>(1)</sup>This request was to fund the Leadbetter project at a total of \$1.8 million. If the earlier request to reduce funding of the Leadbetter project by \$.45 million is accepted, it would require an additional \$1.45 million to fund the Leadbetter project at \$1.8 million.

**Funding Recommendations**  
**Transportation Priorities**  
**2006-2009**

Project code	Project name	Base package recommendation (millions of \$) <sup>1</sup>	Potential Adds <sup>2</sup>	Balanced Package	Contingent Additions
<b>Planning</b>					
PI0005	Regional Freight Planning: region wide	\$0.300			
PI0001	MPO Required Planning: region wide	\$1.731			
PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2.000			
PI5053	Multi-Use Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0.300			
PI0002	Next Priority Corridor Study	\$0.500			
PI1017	Winnemette Shoreline - Hwy 43 Transit alternatives analysis/PE: Portland South Waterfront to Lake Oswego	\$0.688	\$0.600		
<b>Bike/Trail</b>					
Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$1.629			
BK4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$0.966	\$0.685		
Bk2055	Springwater Trailhead at Main City Park	\$0.310			
Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890			
Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	\$0.000			
Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675			
Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (ROW)		\$0.600		
<b>Pedestrian</b>					
Pd3163	Improvements	\$0.660			
Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0.450			
Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0.310			
<b>Regional Travel Options</b>					
n/a	Program management & administration	\$0.340			
n/a	Regional marketing program	\$2.960			
n/a	Regional evaluation	\$0.300			
n/a	1 TravelSmart project	\$0.500			
<b>Transit Oriented Development</b>					
TD8005	Regional TOD LRT Station Area Program	\$3.000			
TD0002	Regional TOD Urban Center Program	\$1.000			
TD0003	Site acquisition: Beaverton regional center	\$2.000			
TD0004	Gateway Transit Center Redevelopment		\$0.500		
<b>Transit</b>					
Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16.000			
Tr1002	I-205 Supplemental	\$2.600			
Tr8035	Frequent Bus Capital program	\$2.750			
Tr1106	Eastside Streetcar (Con)	\$1.000			
Tr5126	South Metro Amtrak Station: Phase II		\$0.900		
<b>Road Capacity</b>					
RC6014	SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1.000			
RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)		\$1.000		
RC7000	SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (ROW + \$1.0m)	\$0.742	\$2.000		
RC2110	Wood Village Blvd: Arata to Halsey		\$0.450		
<b>Road Reconstruction</b>					
Fr3166	10th Avenue at Highway 8 intersections		\$0.837		
RR2035	Cleveland St: NE Stark to SE Powell		\$1.540		
<b>Boulevard</b>					
Bd3020	Rose Biggi extension: Crescent St. to Hall (PE)	\$0.580			
Bd1051	Burnside Street: Bridge to E 14th (PE)	\$1.650			
Bd1260	Killingsworth: N Commercial to NE MLK (PE)	\$0.400			
<b>Freight</b>					
Fr4063	N Lombard: Slough over crossing	\$2.000			
Fr3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0.341			
Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$0.800	\$1.000		
Fr6086	Kinsman Road extension: Barber to Boeckman	\$1.400			
Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0.179			
<b>Large Bridge</b>					
RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1.500	\$0.500		
<b>Green Streets</b>					
GS1224	NE Cully Boulevard: Prescott to Killingsworth	\$1.457			
GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.000			
<b>Total</b>		<b>\$56.908</b>	<b>\$10.612</b>		

<sup>1</sup> Base Package: Project and program funding that best meet policy objectives and direction from a technical evaluation perspective.

<sup>2</sup> Potential Adds: Projects and program funding that meet policy objectives and direction, but not as definitively as the Base Package recommendation. Need policy-level determination of which projects/programs to include in the final funding package.

<sup>3</sup> Options A & B: Transportation Policy Alternative Committee (TPAC) recommendation options for public comment and JPACT/Metro Council consideration.

 : Reduction from Base Package recommendation

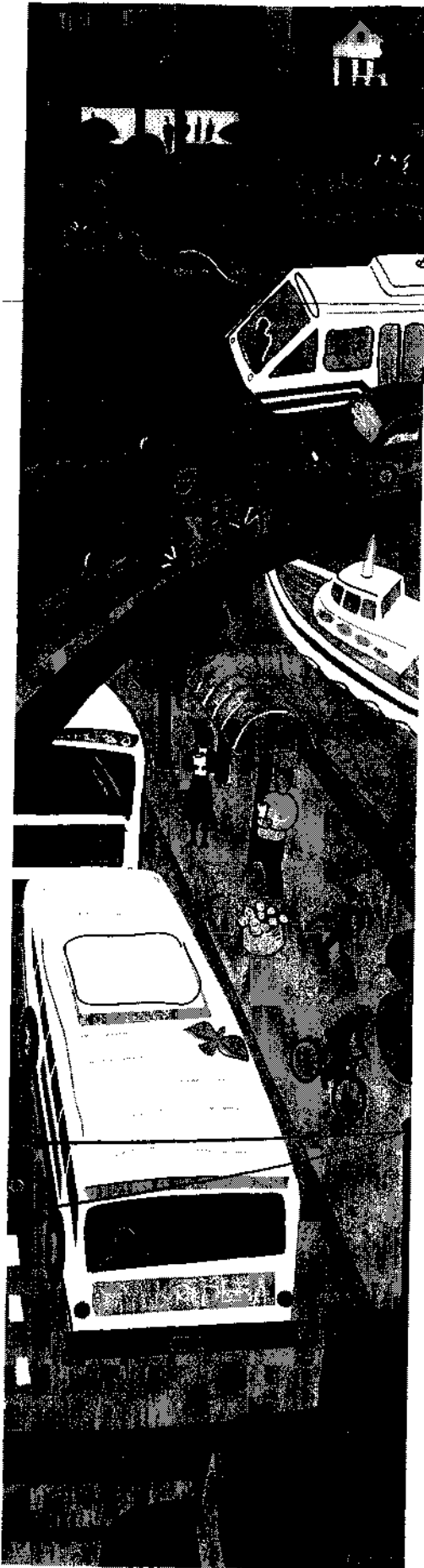
**JPACT Options**  
**Transportation Priorities**  
**2006-2009**

Project code	Project name	JPACT Approved Base Package (millions of \$)	Potential Adds	Balanced Package	Contingent Additions
<b>Planning</b>					
PI0005	Regional Freight Planning: region wide	\$0.300			
PI0001	MPO Required Planning: region wide	\$1.731			
PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2.000			
PI5053	Multi-Use Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0.300			
PI0002	Next Priority Corridor Study	\$0.500			
PI1017	Willamette Shoreline - Hwy 43 Transit alternatives analysis/PE: Portland South Waterfront to Lake Oswego	\$0.688	\$0.600		
<b>Bike/Trail</b>					
Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$1.629			
BK4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$0.966	\$0.685		
Bk2055	Springwater Trailhead at Main City Park	\$0.310			
Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890			
Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	\$0.000			
Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675			
Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (ROW)		\$0.600		
<b>Pedestrian</b>					
Pd3163	Forest Grove Town Center Pedestrian Improvements	\$0.660			
Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0.450			
Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0.310			
<b>Regional Travel Options</b>					
n/a	Program management & administration	\$0.340			
n/a	Regional marketing program	\$2.960			
n/a	Regional evaluation	\$0.300			
n/a	1 TravelSmart project	\$0.500			
<b>Transit Oriented Development</b>					
TD8005	Regional TOD LRT Station Area Program	\$3.000			
TD0002	Regional TOD Urban Center Program	\$1.000			
TD0003	Site acquisition: Beaverton regional center	\$2.000			
TD0004	Gateway Transit Center Redevelopment		\$0.500		
<b>Transit</b>					
Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16.000			
Tr1002	I-205 Supplemental	\$2.600			
Tr8035	Frequent Bus Capital program	\$2.750			
Tr1106	Eastside Streetcar (Con)	\$1.000			
Tr5126	South Metro Amtrak Station: Phase II		\$0.900		
<b>Road Capacity</b>					
RC6014	SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1.000			
RC1184	Beaverton-Hillsdale Hwy/Oleson/Schools Ferry intersection (PE)		\$1.000		
RC7000	SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (ROW + \$1.0m)	\$0.742	\$2.000		
RC2110	Wood Village Blvd: Arata to Halsey		\$0.450		
<b>Road Reconstruction</b>					
Fr3166	10th Avenue at Highway 8 intersections		\$0.837		
RR2035	Cleveland St: NE Stark to SE Powell		\$1.540		
<b>Boulevard</b>					
Bd3020	Rose Biggi extension: Crescent St. to Hall (PE)	\$0.580			
Bd1051	Burnside Street: Bridge to E 14th (PE)	\$1.650			
Bd1260	Killingsworth: N Commercial to NE MLK (PE)	\$0.400			
<b>Freight</b>					
Fr4063	N Lombard: Slough over crossing	\$2.000			
Fr3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0.341			
Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$0.800	\$1.000		
Fr6086	Kinsman Road extension: Barber to Boeckman	\$1.400			
Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0.179			
<b>Large Bridge</b>					
RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1.500	\$0.500		
<b>Green Streets</b>					
GS1224	NE Cully Boulevard: Prescott to Killingsworth	\$1.457			
GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.000			
	<b>Total</b>	<b>\$56.908</b>	<b>\$10.612</b>		

## MTIP PROPOSAL

	<u>Proposed Amendment</u>	<u>Cumulative Total</u>
<b>Base Program</b>	\$56.908	\$56.908
<b>No Net Increase to Base Program</b>		
Portland trade part of Cully Blvd. for Eastside Streetcar	-\$1.000 \$1.000	\$56.908
Reduce Ledbetter for Capitol Highway	-\$0.100 \$0.100	\$56.908
Portland drop from Lombard/Slough Bridge for Capitol Highway	-\$0.210 \$0.210	\$56.908
Clackamas County substitute Trolley Trail for 172nd Avenue	-\$0.742 \$0.742	\$56.908
Subtotal	\$56.908	
<b>Additions to Base Program</b>		
Increase 172nd Avenue	\$2.000	\$58.908
Add Amtrak Station	\$0.900	\$59.808
Add to Ledbetter	\$0.900	\$60.708
Add to Sellwood Bridge	\$0.500	\$61.208
Add Powerline Trail	\$0.600	\$61.808
Add Beaverton Hilsdale/Scholls/Oleson	\$0.400	\$62.208
Subtotal Base Program (Target=\$62.2 million)	\$62.208	
<b><u>Contingent Commitments (pending bill adoption)</u></b>		
Cleveland Avenue - Gresham	\$1.540	\$1.540
Beaverton Hilsdale/Scholls/Oleson	\$0.600	\$2.140
Gateway TOD	\$0.500	\$2.640
Cornelius - 10th Avenue	\$0.861	\$3.501
Subtotal (Target=\$5.0 million)	\$3.501	
<b><u>Additional Contingent Commitments (pending bill adoption)</u></b>		
Marine Drive Bike Lanes	\$0.685	\$0.685
Willamette Shore PE	\$0.600	\$1.285
Wood Village Blvd.	\$0.450	\$1.735
Subtotal	\$1.735	





March 9, 2005

*Transportation Priorities 2006-09*  
*Investing in the 2040 Growth Concept*

**Draft**

# **Final Public Comment Report**

**Executive Summary**

**Metropolitan Transportation  
Improvement Program (MTIP)**



**METRO**  
PEOPLE PLACES  
OPEN SPACES

# Metro

*People places • open spaces*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 24 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

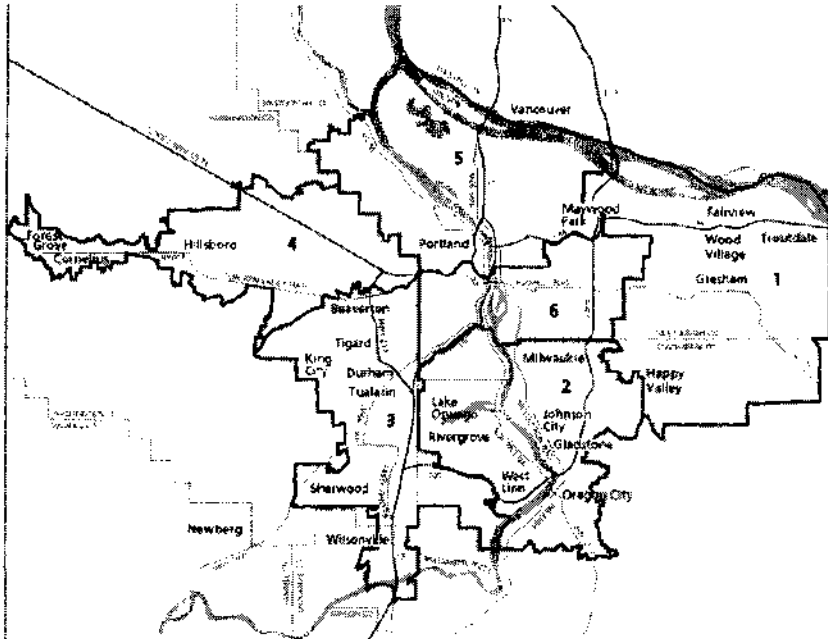
## Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, deputy council president, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Alexis Dow, CPA

Web site: [www.metro-region.org](http://www.metro-region.org)



**Council districts**

**Transportation Priorities 2006-09  
Executive Summary  
Public Comment Report**

**March 9, 2005**

**Table of Contents**

	<u>Page</u>
Section 1: Overview, Summary of Comments by Mode and Timeline .....	1-1
Section 2: Chart of Comments by Project Mode Category .....	2-1

## **Section 1: Overview, Summary of Comments by Mode and Timeline**

**Transportation Priorities 2006-09**  
Draft Final Public Comment Report  
Executive Summary  
March 9, 2005

**Overview of Public Comments**

This report provides a summary of final public comments received on project and program funding applications for the Transportation Priorities 2006-09, Metropolitan Transportation Improvement Program (MTIP). Comments that were received during the final public comment period, December 7, 2004 – February 22, 2005, are included in this summary. A few comments, from November and early December 2004, that missed the printing of the January public comment report, are included in this summary report.

The January 2005 public comment report summarized comments received during the official 45-day public comment period (October 15 – December 6, 2004) on projects recommended for further consideration. This draft public comment report summarizes comments received since that time and since the release of a recommendation by the Transportation Policy Alternatives Committee (TPAC). The complete timeline of meetings and decision points follows this report.

Transportation Priorities 2006-09, Investing in the 2040 Growth Concept, is a regional transportation funding program that identifies the highest priority projects to be constructed, or programs to be funded, with federal transportation revenues over the next four years. Local jurisdictions and partners submitted transportation project applications by June 30, 2004 for funding consideration. Eligible projects include road reconstruction and capacity projects, transit improvements, bridge replacement study, boulevards, pedestrian improvements, bike and trail paths, green streets, freight, Transit-Oriented Development (TOD) and planning projects.

During this final public comment period, a public hearing was held at Metro on February 17, 2005. More than 80 citizens spoke directly to members of the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT). In addition to this testimony, comments were received in the form of letters, e-mails, post cards, faxes, comment cards and telephone.

The Metro Council is scheduled to take final action on transportation project funding at their regular meeting on Thursday, March 24, 2005. The Council will consider Resolution #05-3529, for the purpose of allocating \$62.2 million of Transportation Priorities funding for federal fiscal years 2008 and 2009, pending air quality conformity determination. (Please confirm the date and time with the Council Office, (503) 797-1540, or check the Metro web site calendar at [www.metro-region.org](http://www.metro-region.org)).

The Final Public Comment Report will be published prior to the Metro Council meeting. For a copy, call Metro at (503) 797-1839 or check the Metro web site.

**Comments in General**

The wide range of comments received indicates broad interest in improving the entire regional transportation system, especially the Bike/Trail projects and Transit-Oriented Development programs.

A total of 274 comments were received from residents, governments and business owners around the region during the final public comment period. Bike and trail projects received the most comments per mode, with the Powerline Trail (North) in Beaverton receiving the largest number of comments of any project. The Transit-Oriented (TOD) program received a considerable number of comments, as well, with the Regional TOD Urban Center Program receiving the most attention.

Comments indicate significant public interest in most facets of transportation improvement throughout the region. Reasons cited in many citizen comments included safety concerns, need for revitalization, access to nature, need for trail gap closures and connections, and need for economic development.

## **Summary of Comments by Project Mode**

### **Bike/Trail Projects**

The bike/trail project category received 101 favorable comments, the most comments of any mode category. Comments related to the need for safety, connectivity, access to nature and ability to commute by bike.

The **Powerline Trail (North)** in Beaverton received the most favorable comments (41) in this category. Most were from residents who wanted to close gaps in the trail in a fast-developing area. The trail was seen as a vital north/south corridor for pedestrians and bikers, with the potential to protect greenspaces for wildlife.

The **Springwater Trail – Sellwood Gap: SE 19<sup>th</sup> to SE Umatilla** project received a considerable number of favorable comments (18). Most comments requested the elimination of dangerous road crossings on the trail. Many bikers and walkers were happy with the off-road trail and wanted easier and safer trail connections.

The **Marine Drive Bike Lanes & Trail Gaps: 6<sup>th</sup> Avenue to 185 Avenue** project drew 17 favorable comments. Most were from bicyclers who wanted a safer bike lane on Marine Drive. It is seen as a scenic route for recreation as well as commuting.

**Rock Creek Trail: Orchard Park to NW Wilkens** received 14 favorable comments. The trail is important to Hillsboro residents, who say the trail network is needed in a dense and growing area.

Other favorable comments were received on the **Trolley Trail: Arista to Glen Echo** (3), **MAX Multi-Use Path** (2), **Jennifer Street: 106<sup>th</sup> to 122<sup>nd</sup>** (1), and the **Powerline Trail (South)** in Tigard (3). The **Springwater Trailhead at Main City Park** received 1 favorable comment.

### **Transit-Oriented Development (TOD)**

The TOD category received a total of 37 favorable comments in the final comment period, most praising the program for encouraging mixed-use, transit-oriented development projects that help support the economy.

Most comments (20) related to the **Regional TOD Urban Center Program**, which is seen as a valuable tool for helping to fund and develop mixed-use projects in urban centers around the region.

The **Regional TOD Light Rail Transit Station Area Program** received 8 favorable comments and the **Gateway Transit Center Redevelopment** received 4 favorable comments. The **Site Acquisition: Beaverton Regional Center** project received 3 comments. **TOD Implementation** received 2 comments.

### Pedestrian Projects

The Pedestrian project category received 29 favorable comments, primarily for the **Milwaukie Town Center** and the **Capitol Highway** improvements. Safety and better access for pedestrians and bicyclists were cited as reasons for support.

The **Milwaukie Town Center: Main/Harrison/21<sup>st</sup>** project received 12 favorable comments, many in the form of printed postcards requesting funding to enhance the town center's livability and create a pedestrian link to nearby parks. Some comments included safety improvements and improved mobility.

The **Capitol Highway: Multnomah to Taylors Ferry** project received 12 favorable comments, describing their current condition as an unsafe "goat path" that becomes muddy in the rain. The new path is seen as a vital link between schools, shopping, recreation and residences.

Other projects supported by favorable comments included the **Tacoma Street: 6<sup>th</sup> to 21<sup>st</sup>** project (2 comments), the **ODOT Preservation Supplement - Powell: 50<sup>th</sup> to I-205** (2 comments), and the **SE Hawthorne: 20<sup>th</sup> to 50<sup>th</sup>** project (1 comment).

### Road Reconstruction

The projects in the Road Reconstruction category received 21 comments, most in favor of the **Lake Road Reconstruction** (11) and the **10<sup>th</sup> Avenue @ Hwy.8 Intersections** (7). The **Cleveland Street Reconstruction** project received 3 comments. Most comments requested safety improvements to reduce traffic congestion and aid biking and walking.

### Transit Projects

The Transit project category also received 21 comments, with the most in favor of the **Eastside Streetcar** (13) for livability, access and economic development in the Central Eastside area.

Other comments favored the **South Metro Amtrak Station Phase II** (5), the **I-205 LRT, Commuter Rail, S. Waterfront Streetcar** (2) and the **Ash Street Extension** (1).

### Road Capacity

The Road Capacity category received a total of 19 comments, with the most comments in favor of the **SE 172<sup>nd</sup> Avenue Phase I: Sunnyside to Hwy 212** project (14). Reasons for supporting the projects included access to jobs for economic development and the need for safety upgrades.

Other comments favored the **Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry Intersection** (3), **Boones Ferry Road at Lanewood Street** (1) and the **Clackamas County ITS** project (1).

## Planning Projects

The total comments for all Planning projects numbered 13, with the most comments favoring the **Willamette Shoreline – Hwy 43 analysis** (9). One comment was against the Willamette Shoreline project, stating that there was little support for the streetcar and a bike access study was needed.

Other favorable comments included the **Milwaukie LRT Supplemental EIS** (2), the **Multi-Use Path Master Plans** (1) and the **I-205/Hwy 213 Interchange Reconnaissance Study** (1).

## Freight Projects

A total of 11 comments were received in favor of various freight projects, with the most comments (7) in favor of the **N. Leadbetter Extension** for better freight movement, less auto congestion and improved safety conditions.

Other favorable comments were received in favor of the **Kinsman Road Extension** (2), the **N. Lombard Slough Overcrossing** (1) and the **Freight Data Collection** project (1).

## Green Streets Projects

A total of 7 favorable comments were received on one Green Street project: the **NE Cully Boulevard: Prescott to Killingsworth** improvements. Cully was said to be a former Indian trail that now needs sidewalks for school children and safer traffic conditions.

## Regional Travel Options

The Regional Travel Options (RTO) category received a total of 6 favorable comments, with 4 for the **RTO Base Program** and 2 supporting funding of the **TravelSmart Projects**.

## Large Bridge Category

The **Sellwood Bridge Replacement study** received 4 favorable comments, asking for a safer river crossing for cyclists and cars.

## Boulevard Projects

Five favorable comments were received in the Boulevard category. Two comments were in favor of the **Burnside Street: Bridge to W. 14<sup>th</sup>** project and three comments for the **Killingsworth: I-5 Overpass and N. Commercial to NE MLK** project.

## General Comments

Twelve general comments were received, most in favor of bike/trail projects, freight projects and transit. One comment was against more alternatives in Washington County, as they would not improve vehicular traffic. Another comment requested improved non-road alternatives to reduce autos.

One comment consisted of two newspaper articles linking transportation to global warming. Another comment suggested the use of mini-buses to take passengers from the suburbs to the city to cut traffic congestion. Support for I-5 corridor rail projects was requested, also.



## **Transportation Priorities 2006-09 timeline and decision schedule**

Feb. – Mar. 2004	Policy direction finalized
April 7	Metro Committee for Citizen Involvement reviews Public Involvement plan
April 9	Transportation project solicitation begins
June 30	Deadline for project applications
July	Technical rankings developed
August	MTIP subcommittee review of technical rankings
Aug. 27	Transportation Policy Alternatives Committee (TPAC) review of technical rankings and list of projects recommended for public discussion
Sept. 9	Joint Policy Advisory Committee on Transportation (JPACT) review of technical rankings and list of projects recommended for public discussion
Sept. 21	Metro Council work session to review technical rankings and list of projects recommended for public discussion
Sept. 24	TPAC action on list of projects recommended for public discussion
Oct. 14	JPACT action on list of projects recommended for public discussion
Oct. 15	Public comment period begins on list of projects recommended for public discussion
Oct. 25	Public Listening Post, 4 to 8 p.m., Metro, Portland
Oct. 26	Public Listening Post, 5 to 8 p.m., Pioneer Community Center, Oregon City
Oct. 27	Public Listening Post, 5 to 8 p.m., Multnomah County East Building, Gresham
Oct. 28	Public Listening Post, 5 to 8 p.m., Beaverton Resource Center, Beaverton
Dec. 6	Public comment period ends on list of projects recommended for public discussion
Dec. 14	Metro Council work session to provide policy direction on narrowing initial list of recommendations to develop final program that matches available federal revenue

Jan. 7, 2005	TPAC - policy options for narrowing to Final Cut List
Jan. 18	Metro Council work session - policy discussion and direction to staff on narrowing to Final Cut List
Jan. 20	JPACT action on policy direction to staff on narrowing to Final Cut List
Jan. 28	<u>TPAC discussion and potential action on Final Cut List</u>
Feb. 4	TPAC action on Final Cut List
Feb. 10	JPACT briefing on TPAC recommendation
Feb. 17	Joint JPACT/Metro Council public hearing on draft Final Cut List at 5 p.m. in Metro Council Chamber
Mar. 3	Metro Council meeting on Final Cut List briefing and Council communication to JPACT members
Mar. 15	Metro Council work session on Final Cut List briefing and Council communication to JPACT members
Mar. 17	JPACT action on Final Cut List, pending air quality analysis
Mar. 24	Council action on Final Cut List, pending air quality analysis
April – June	Programming of funds and air quality conformity analysis
July	Public review of draft MTIP with air quality conformity analysis
August	Adopt Transportation Priorities 2006-09 MTIP program, including ODOT Metro Area STIP and federal transit funding; submit to governor and USDOT for concurrence
September	Receive concurrence from USDOT
October	Obligation of FFY 2006 federal funding eligible to begin

## **Section 2: Chart of Comments by Project Mode Category**

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Letter	Chair Tom	Brian	Hillsboro	10th Avenue at Hwy. 8 Intersections	Board strongly urges MTIP funding for freight.	Pro
Testimony	Slade	Leahy	Cornelius	10th Avenue at Hwy. 8 Intersections	Safety concern for trucks and customer cars.	Pro
Testimony	Richard	Meyer	Cornelius	10th Avenue at Hwy. 8 Intersections	Expressed support for needed intersection project	Pro
Letter	Chair Roy	Rogers	Hillsboro	10th Avenue at Hwy. 8 Intersections	WCCC recommends 10th Ave. project be funded.	Pro
Letter	Amy	Scheckla-Cox	Cornelius	10th Avenue at Hwy. 8 Intersections	Needed for economic development, safety, transit	Pro
Testimony	Councilor Amy	Scheckla-Cox	Cornelius	10th Avenue at Hwy. 8 Intersections	Dysfunctional intersection; unsafe for freight/bus.	Pro
Testimony	Terry	Whisler	Cornelius	10th Avenue at Hwy. 8 Intersections	Number 1 ranked project; review criteria, points.	Pro
Letter	Jim	Hendryx	Tigard	Ash Street Extension Projects	Leverages economic development; town centers.	Pro
Letter	Jerry	Smith	Clackamas	Boones Ferry Road at Lanewood Street	Bike, ped and safety upgrades to town center.	Pro
E-mail	M'Lou	Christ	Portland	Burnside Street: Bridge to 14th Avenue	Wants \$1.65 million for Burnside project.	Pro
Letter	Rod	Merrick	Portland	Burnside Street: Bridge to 14th Avenue	Portland Ped Advisory Committee priority project.	Pro
E-mail	Linda	Crouse		Capitol Hwy: Multnomah to Taylors Ferry	Great idea and should be given high priority.	Pro
Testimony	Kay	Durtschi	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Area lacking in completed streets; many potholes	Pro
Card	Matt	Harding	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Sees route as dangerous; make safe for bikes.	Pro
Testimony	Zachery	Horowitz	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Project meets criteria and has public support.	Pro
Testimony	Michael	Kisor	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Supports bike lanes and sidewalks for safety.	Pro
Letter	Keith	Liden		Capitol Hwy: Multnomah to Taylors Ferry	No reasonable options to walk or bike; expand.	Pro
Website	Keith	Liden		Capitol Hwy: Multnomah to Taylors Ferry	Worthy of funding in option A, include final block.	Pro
Letter	Rod	Merrick	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Portland Ped Advisory Committee priority project.	Pro
E-mail	Terry & Willy	Moore		Capitol Hwy: Multnomah to Taylors Ferry	Need to complete street and road system.	Pro
E-mail	Darien	Reece	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Critical ped and bike link in SW Portland.	Pro
Testimony	Wesley	Richer	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Remove Tacoma St. funding; reallocate to project	Pro
Letter	Lillie	Fitzpatrick	Portland	Capitol Hwy: Multnomah to Taylors Ferry	Unsafe to walk with no sidewalks or bike lanes.	Pro
Letter	Jerry	Smith	Clackamas	Clackamas County ITS at Rail Crossings	Better coordinate rail intersections with traffic.	Pro
Testimony	Kathy	Everett	Gresham	Cleveland St. NE Stark to SE Powell	Street needs sidewalks for peds and bike lanes.	Pro
E-mail	Roger	Jolly	Gresham	Cleveland St. NE Stark to SE Powell	Well used collector street; economic development	Pro
E-mail	Cliff	Kohler	Gresham	Cleveland St. NE Stark to SE Powell	Lacks bike lanes, sidewalks; enhance livability.	Pro
Testimony	Kathy	Fuerstenan	Portland	Cully Boulevard Green Streets Project	Cully Assn. of Neighbors supports road project.	Pro
Letter	Will	Levenson	Portland	Cully Boulevard Green Streets Project	Concerns about pedestrian safety, narrow road.	Pro
Testimony	Will	Levenson	Portland	Cully Boulevard Green Streets Project	Long-needed project; safety concern for ped/bike	Pro
E-mail	Claudia WeLaLa	Long	Portland	Cully Boulevard Green Streets Project	Supports Cully greenway plan; former Indian trail.	Pro
Letter	Rod	Merrick	Portland	Cully Boulevard Green Streets Project	Portland Ped Advisory Committee priority project.	Pro
Testimony	Linda	Robinson	Portland	Cully Boulevard Green Streets Project	Urged funding for project.	Pro
Testimony	John	Wallace	Portland	Cully Boulevard Green Streets Project	Need sidewalks, traffic light for safety, traffic flow	Pro
E-mail	Robert	Amundson, PhD	Portland	Eastside Streetcar	Non-polluting, reliable; catalyzes development.	Pro
E-mail	Jeffrey	Blosser	Portland	Eastside Streetcar	Supports \$1 million for streetcar project.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
E-mail	Michael	Bolliger		Eastside Streetcar	Supports \$1 million for streetcar project.	Pro
E-mail	M'Lou	Christ	Portland	Eastside Streetcar	Wants \$1.0 million for the streetcar project.	Pro
Testimony	Susan	Lindsay	Portland	Eastside Streetcar	Attracts new transit users who won't use buses.	Pro
E-mail	Rod	McDowell	Portland	Eastside Streetcar	OMSI excited to be in Phase I plans for visitors.	Pro
Testimony	Susan	Pearce	Portland	Eastside Streetcar	Advisory Committee member supports project.	Pro
Letter	Michael	Powell	Portland	Eastside Streetcar	Broad support that promotes livability, business.	Pro
E-mail	Vern	Rifer	Portland	Eastside Streetcar	Streetcars increase economic activity, walking.	Pro
Testimony	Scott	Seibert	Portland	Eastside Streetcar	Lives near streetcar for affordable housing in NW	Pro
Testimony	Chris	Smith	Portland	Eastside Streetcar	TPAC citizen member supports streetcar project.	Pro
E-mail	Peter	Stark	Portland	Eastside Streetcar	CEIC supports for urban industry, jobs, mixed-use	Pro
E-mail	Dee	Walsh	Portland	Eastside Streetcar	Benefit to low-income households, employment.	Pro
Testimony	Robert	Bertini	Portland	Freight Data Collection Infrastructure	Supports PSU Research Center's freight project.	Pro
Testimony	Susan	Aldrich	Portland	Gateway Transit Center Redevelopment	PDC supports project for future development.	Pro
Testimony	Dick	Cooley	Portland	Gateway Transit Center Redevelopment	Large public/private partnership with local match.	Pro
Testimony	Arlene	Kimura	Portland	Gateway Transit Center Redevelopment	Expressed support for Gateway Regional Center.	Pro
Testimony	Duke	Shepard	Portland	Gateway Transit Center Redevelopment	PAC supports for renewal area; housing, jobs.	Pro
E-mail	Terry & Willy	Moore		General: All bike/trail, pedestrian projects.	Need is great for bike lanes and pedestrian ways.	Pro
Testimony	Ray	Polani	Portland	General: Articles on Global Warming	Articles link transportation and global warming.	Pro
Testimony	Catherine	Ciarlo	Portland	General: Base Package and Option A	Important to complete gaps in bike/trail systems.	Pro
Phone	Dr. Dolores	Orfanakis	Lake Oswego	General: Bike/trail projects	Only way families can get healthy exercise in city	Pro
Testimony	Ann	Gardner	Portland	General: Freight projects	I-5/I-405 most congested intersection in state.	Pro
Card	Bill	Burgel	Portland	General: I-5 Corridor Rail Projects	Fund needed rail projects in I-5 Corridor study.	Pro
Phone	Dale	Chambers		General: Mini-buses to freeways	Need suburban mini-buses to help cut congestion.	
Testimony	Jill	Fuglister	Portland	General: Multi-modal trans. System	Improved non-road alternatives reduces autos.	Pro
E-mail	Gary	Brown	Aloha	General: Option 1 Alternative Modes	Out of balance; do things that improve congestion.	Pro
E-mail	Terry & Willy	Moore		General: Option 1 Alternative Modes	Favors projects in Alternative Mode Option 1 pkg.	Pro
Card	Gary	Brown	Aloha	General: Projects in Washington County	Will not improve vehicular travel; need more lanes	Con
E-mail	Caitlin	McCollum	Portland	General: Support for trails	Ped Advisory Committee letter supports projects	Pro
Letter	Jerry	Smith	Clackamas	I-205 Light Rail and Milwaukie Light Rail	Economic Development Commission supports.	Pro
Testimony	Mayor Jim	Bernard	Milwaukie	I-205 LRT, Commuter Rail, Streetcar	Expressed his support for commuter rail project.	Pro
Testimony	Karen	Rowland	Oregon City	I-205/Hwy. 213 Interchange Study	Disappointed funding was not recommended.	Pro
Letter	Jerry	Smith	Clackamas	Jennifer Street: 106th to 122nd bike lanes	Bike and ped improvements in industrial area.	Pro
Letter	R. J.	McEwen	Portland	Killingsworth Street: I-5 Overpass	PCC expanding Cascade Campus; fund overpass.	Pro
E-mail	Bran & Katrina	Halverson	Portland	Killingsworth Street: I-5 Overpass to MLK	Improves streetscape, revitalizes Jefferson area.	Pro
Letter	Rod	Merrick	Portland	Killingsworth Street: I-5 Overpass to MLK	Portland Ped Advisory Committee priority project.	Pro
Letter	Todd	Scheaffer	Beaverton	Kinsman Road Extension	Freeway access on I-5 is lifeblood for industry.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Letter	Jerry	Smith	Clackamas	Kinsman Road Extension	Vital new connection with Wilsonville center.	Pro
Testimony	David	Aschenbrenner	Milwaukie	Lake Road Reconstruction	Will be back next time to request funding support	Pro
Card	Gene	Covey	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Card	Ray	Harris	Milwaukie	Lake Road Reconstruction	Increase safety, connections; lower congestion.	Pro
Card	Paula	Harris	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Card	Anthony	Hough	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Card	Jeff	Klein	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Card	William	Landry	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Card	June	Routson	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Letter	Jerry	Smith	Clackamas	Lake Road Reconstruction	Better access into Clackamas Regional Center.	Pro
Card	Dave	Stratton	Milwaukie	Lake Road Reconstruction	Improve sidewalks, bike lanes, driving conditions.	Pro
Testimony	Mike	Swanson	Milwaukie	Lake Road Reconstruction	Expressed support for road improvements.	Pro
Letter	Bob	Bothman	Portland	Marine Drive Bike Lanes and Trail Gaps	Asking support for four trail projects in system.	Pro
E-mail	M'Lou	Christ	Portland	Marine Drive Bike Lanes and Trail Gaps	Wants \$1.651 million for this trail extension.	Pro
Testimony	Randy	Dickinson	Portland	Marine Drive Bike Lanes and Trail Gaps	Supports trail to improve bicycling routes, safety.	Pro
E-mail	Noelle	Dobson	Portland	Marine Drive Bike Lanes and Trail Gaps	Am. Heart Assn. supports for walking and biking.	Pro
Testimony	Gregg	Everhart	Portland	Marine Drive Bike Lanes and Trail Gaps	As bicyclist, supports completion of this trail.	Pro
Testimony	Ian	Jaquiss	Portland	Marine Drive Bike Lanes and Trail Gaps	More bike lanes needed for those with disabilities	Pro
Letter	Rod	Merrick	Portland	Marine Drive Bike Lanes and Trail Gaps	Portland Ped Advisory Committee priority project.	Pro
Card	Jonathan	Potkin	Portland	Marine Drive Bike Lanes and Trail Gaps	Create safe trails for families; encourage exercise	Pro
Letter	Wendy	Rankin	Portland	Marine Drive Bike Lanes and Trail Gaps	Trails for exercise will help reduce obesity, ills.	Pro
Testimony	Jessica	Roberts	Portland	Marine Drive Bike Lanes and Trail Gaps	Expressed support for bicycle improvements.	Pro
Testimony	Linda	Robinson	Portland	Marine Drive Bike Lanes and Trail Gaps	Urged funding for project.	Pro
Card	Charles	Sams, III	Portland	Marine Drive Bike Lanes and Trail Gaps	Supports trail funding in testimony letter.	Pro
Testimony	Charles	Sams, III	Portland	Marine Drive Bike Lanes and Trail Gaps	Viable for commuters and recreational bikers.	Pro
Card	Aaron	Tarfman	Portland	Marine Drive Bike Lanes and Trail Gaps	Give priority status to gaps in bike infrastructure.	Pro
E-mail	Aaron	Tarfman	Portland	Marine Drive Bike Lanes and Trail Gaps	Close important gaps in bicycle network.	Pro
Phone	Harold	Treinen		Marine Drive Bike Lanes and Trail Gaps	Scary in traffic; the more trails the better for bikes	Pro
Testimony	Walter	Valenta	Portland	Marine Drive Bike Lanes and Trail Gaps	Missing bike lane extensions; needs completion.	Pro
Letter	David	Lewis	Portland	MAX Multi-Use Path at Cleveland Station	Access to light rail stations; provide livability, appeal	Pro
E-mail	M'Lou	Christ	Portland	Milwaukie LRT Supplemental EIS	Wants \$2.0 million for Milwaukie light rail project.	Pro
Testimony	Mike	Swanson	Milwaukie	Milwaukie LRT Supplemental EIS	Expressed support for light rail study.	Pro
Card	Pat	Armstrong	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Card	Ida Lou	Foreman	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Card	Marian	Fowler	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Card	Marcia	Hamley	Portland	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Card	JoAnn	Kiersey	Portland	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Card	Sarah	Lott	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Card	Victoria	Roe	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Letter	Jerry	Smith	Clackamas	Milwaukie Town Ctr. Ped Improvements	Complements work on McLoughlin and riverfront.	Pro
Testimony	Mike	Swanson	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Expressed support for town center improvements.	Pro
Card	Iola	Umpfrey	Portland	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Card	Laurie	Wilson	Milwaukie	Milwaukie Town Ctr. Ped Improvements	Create ped link, enhance livability and safety.	Pro
Letter	Mayor Eugene	Grant	Happy Valley	Multi-use Path Master Plans	Trail projects of benefit to Happy Valley residents.	Pro
Card	Grant	Armbruster	Portland	N. Leadbetter Extension	Access to business critical; delays, safety issues	Pro
Letter	Corky	Collier	Portland	N. Leadbetter Extension	Businesses rely on route; rail blockages common	Pro
Testimony	Corky	Collier	Portland	N. Leadbetter Extension	Columbia Corridor Assn. urges funding at \$1.8 M.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	N. Leadbetter Extension	Add the Leadbetter project to Option B package	Pro
Testimony	Greg	Guthrie	Beaverton	N. Leadbetter Extension	BNSF Railway requests funds for freight mobility.	Pro
Letter	James	Helser	Portland	N. Leadbetter Extension	Of great importance to region and Helser Bros.	Pro
Testimony	Jim	Helser	Portland	N. Leadbetter Extension	Rail delays result in costly traffic blockages.	Pro
Testimony	Greg	Guthrie	Vancouver, WA	N. Lombard: Slough Overcrossing	Provides fluid road access while allowing trains.	Pro
Letter	Rod	Merrick	Portland	ODOT Preservation Powell: 50th to I-205	Portland Ped Advisory Committee priority project.	Pro
E-mail	Terry & Willy	Moore		Powerline Trail (North and South)	Need is great for bike lanes and pedestrian ways.	Pro
Letter	Catherine	Arnold	Beaverton	Powerline Trail (North)	Need MTIP funds to secure Mt. Williams property	Pro
E-mail	Catherine	Arnold	Beaverton	Powerline Trail (North)	Include final phase of Mt. Williams property.	Pro
Testimony	Hal	Ballard	Portland	Powerline Trail (North)	Supports trail project at Mt. Williams.	Pro
E-mail	Jennifer & Jeffrey	Bell	Beaverton	Powerline Trail (North)	Excellent path for fitness and recreation in city.	Pro
Testimony	Joe	Blowers	Beaverton	Powerline Trail (North)	Connect gaps between trail for continuous trail.	Pro
Letter	Bob	Bothman	Portland	Powerline Trail (North)	Asking support for four trail projects in system.	Pro
Letter	Chair Tom	Brian	Hillsboro	Powerline Trail (North)	Extend trail across Mt. Williams property.	Pro
Letter	Richard	Crimi	Beaverton	Powerline Trail (North)	This wooded trail will enrich county, renew spirit.	Pro
Testimony	Bruce	Dalrymple	Beaverton	Powerline Trail (North)	THPRD Board requests partial funding of project.	Pro
Testimony	Marv	Doty	Beaverton	Powerline Trail (North)	Deserves MTIP funding to complete Phase II.	Pro
Phone	Joanne	Fish	Beaverton	Powerline Trail (North)	Lives next to strip, happy to have trail extension.	Pro
Testimony	Jack	Franklin	Beaverton	Powerline Trail (North)	Mt. Williams missing link; need complete trail.	Pro
E-mail	John	Heffner	Beaverton	Powerline Trail (North)	Preserve area for park; benefit as frequent biker.	Pro
Testimony	Tom	Hjort	Beaverton	Powerline Trail (North)	Support acquisition of Mt. Williams for bike/ped.	Pro
Card	Katrina	Jeness	Beaverton	Powerline Trail (North)	Lives near trail property; am all for this project.	Pro
E-mail	John	Kowalczyk	Beaverton	Powerline Trail (North)	Meets ADA, gentle incline with less disturbances.	Pro
E-mail	Cheryl	Lynn	Beaverton	Powerline Trail (North)	Keep forest at the summit of Mt. Williams for trail	Pro
E-mail	Richard	Lynn	Beaverton	Powerline Trail (North)	Keep forest at the summit of Mt. Williams for trail	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Phone	Glenda	Martin	Beaverton	Powerline Trail (North)	We use trail, need access; lovely woods addition	Pro
E-mail	Vince	Montecalvo	Beaverton	Powerline Trail (North)	Path an asset but will increase traffic on 160th.	Pro
Letter	Deanna	Mueller-Crispin	Portland	Powerline Trail (North)	Mt. Williams is critical link in significant corridor.	Pro
E-mail	Michael	Nagy	Beaverton	Powerline Trail (North)	Voiced support for trail project at Mt. Williams.	Pro
Phone	Elizabeth	Nicholson	Beaverton	Powerline Trail (North)	Wants to provide verbal support for Mt. Williams.	Pro
E-mail	John & Carol	Nordling	Beaverton	Powerline Trail (North)	Preserve one of few remaining green spaces left.	Pro
Phone	Eileen	Norris	Beaverton	Powerline Trail (North)	Very supportive of Mt. Williams section of trail.	Pro
Testimony	Karin	Olson	Beaverton	Powerline Trail (North)	Important to provide for non-auto means of travel.	Pro
E-mail	Aaron	Poarch	Beaverton	Powerline Trail (North)	Trail provides a valuable asset to the community.	Pro
E-mail	Sue	Price Poarch	Beaverton	Powerline Trail (North)	Significant link in trail system, ADA, ped & bike.	Pro
E-mail	Duane & Linda	Rice	Beaverton	Powerline Trail (North)	Trail project important to community and wildlife.	Pro
Letter	Comm. Dick	Schouten	Hillsboro	Powerline Trail (North)	Mt. Williams funding is next logical step; key link	Pro
Phone	Lori	Seeberg-Tawater	Beaverton	Powerline Trail (North)	Fully supportive of this trail extension.	Pro
E-mail	Jann	Sparks		Powerline Trail (North)	Only supports Phase 1; Phase 2 trail too steep.	Pro
E-mail	Donna	Stuhr	Beaverton	Powerline Trail (North)	THPRD advocates for trail segment; use very high	Pro
Testimony	Donna	Stuhr	Beaverton	Powerline Trail (North)	THPRD advocates for comprehensive trail system	Pro
E-mail	Jim & Terry	Sullins	Aloha	Powerline Trail (North)	Please approve funding for Mt. Williams phases.	Pro
Phone	Cecilia	Tollison	Beaverton	Powerline Trail (North)	Adopt funding for trail through Mt. Williams.	Pro
Phone	David	Walpin	Beaverton	Powerline Trail (North)	Supportive of Powerline Trail in Beaverton.	Pro
Testimony	Ron	Willoughby	Beaverton	Powerline Trail (North)	Expressed support for trail gap at Mt. Williams.	Pro
E-mail	Margaret	Wills	Beaverton	Powerline Trail (North)	Would greatly enhance value of area to all.	Pro
E-mail	Bill	Wood	Beaverton	Powerline Trail (North)	Mt. Williams meets need for greenspaces here.	Pro
Letter	James	Hendryx	Tigard	Powerline Trail (South)	Priority for city since 1983; N/S multi-use path.	Pro
Letter	Comm. Dick	Schouten	Hillsboro	Powerline Trail (South)	Key missing segment on key regional trail.	Pro
Letter	Ted	Watson	Portland	Regional TOD Implementation Program	TOD helps create a community, not just a project	Pro
Letter	Ted	Watson	SW Portland	Regional TOD Implementation Program	Changes development patterns supporting transit.	Pro
Testimony	Kali	Bader	Portland	Regional TOD LRT Station Area Program	Rembold Companies support TOD programs.	Pro
Testimony	Tom	Benjamin	Beaverton	Regional TOD LRT Station Area Program	Expressed support from Tualatin Valley Housing.	Pro
Letter	Mayor Rob	Drake	Beaverton	Regional TOD LRT Station Area Program	Makes dense urban developments more feasible.	Pro
Testimony	Mark	Ellsworth	Salem	Regional TOD LRT Station Area Program	Governor's Office supports for leveraged funding.	Pro
Testimony	Ed	Gallagher	Gresham	Regional TOD LRT Station Area Program	TOD programs yield great return on investment.	Pro
Card	Roy	Kim	Portland	Regional TOD LRT Station Area Program	TOD helps fund innovative, high density projects.	Pro
Letter	Rod	Merrick	Portland	Regional TOD LRT Station Area Program	Portland Ped Advisory Committee priority project.	Pro
Card	Amy	Saberian	Beaverton	Regional TOD LRT Station Area Program	Strengthen economy, create more jobs, business	Pro
Testimony	Kali	Bader	Portland	Regional TOD Urban Center Program	Rembold Companies support TOD programs.	Pro
Testimony	Tom	Benjamin	Beaverton	Regional TOD Urban Center Program	Expressed support from Tualatin Valley Housing.	Pro



TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Testimony	Fred	Bruning	Gresham	Regional TOD Urban Center Program	Expressed support for TOD centers program.	Pro
Testimony	Kevin	Cavenaugh	Portland	Regional TOD Urban Center Program	Expressed support for regional and urban centers.	Pro
Testimony	Mike	Dennis	Portland	Regional TOD Urban Center Program	Allows smaller developers to harness markets.	Pro
Letter	Mayor Rob	Drake	Beaverton	Regional TOD Urban Center Program	Makes dense urban developments more feasible.	Pro
Testimony	Mark	Ellsworth	Salem	Regional TOD Urban Center Program	Governor's Office supports for leveraged funding.	Pro
Testimony	Kathy	Everett	Gresham	Regional TOD Urban Center Program	Supports TOD regional centers program.	Pro
Testimony	Ed	Gallagher	Gresham	Regional TOD Urban Center Program	TOD programs yield great return of investment.	Pro
Testimony	Judie	Hammerstad	Lake Oswego	Regional TOD Urban Center Program	Valuable tools stimulate mixed use development.	Pro
Testimony	Jerry	Johnson	Portland	Regional TOD Urban Center Program	Expressed support for TOD program and staff.	Pro
Testimony	Tom	Kemper	Portland	Regional TOD Urban Center Program	Expressed his support for TOD center program.	Pro
Card	Roy	Kim	Portland	Regional TOD Urban Center Program	TOD helps fund innovative, high density projects.	Pro
Testimony	Brian	Laramiee	Portland	Regional TOD Urban Center Program	Architect supports TOD urban center program.	Pro
Testimony	Mike	Rossmann	Gresham	Regional TOD Urban Center Program	Expressed support for TOD program and staff.	Pro
Testimony	Alice	Rouyer	Milwaukie	Regional TOD Urban Center Program	Program has been great for Milwaukie center.	Pro
Card	Amy	Saberian	Beaverton	Regional TOD Urban Center Program	Strengthen economy, create more jobs, business	Pro
Testimony	John	Spencer	Portland	Regional TOD Urban Center Program	Supports Option A funding of \$7.150 million.	Pro
Testimony	Mike	Swanson	Milwaukie	Regional TOD Urban Center Program	Expressed support for TOD program and staff.	Pro
Testimony	Janet	Young	Beaverton	Regional TOD Urban Center Program	TOD helps fill gaps in funding for centers projects	Pro
Letter	Bob	Bothman	Portland	Rock Creek Trail: Orchard Pk. to Wilkens	Asking support for four trail projects in system.	Pro
Phone	Nancy	Causton	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Supports trail for healthy, safe family bicycling	Pro
E-mail	Bill	Erickson	Beaverton	Rock Creek Trail: Orchard Pk. to Wilkens	Extension provides more convenience to MAX.	Pro
E-mail	Chair George	Harris	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Key biking corridor affects people, communities.	Pro
Letter	Mayor Tom	Hughes	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Trail extension enhances livability in dense area.	Pro
Testimony	Mayor Tom	Hughes	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Supports for access to nature, safety, resources.	Pro
E-mail	The	Maddens		Rock Creek Trail: Orchard Pk. to Wilkens	So important; connects neighborhoods; healthy.	Pro
E-mail	Meianie	Miler	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Lives without a car; takes full advantage of trail.	Pro
E-mail	Seth	Patla		Rock Creek Trail: Orchard Pk. to Wilkens	Extension would be a great benefit to the area.	Pro
E-mail	Brian	Roberts	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Major part of comprehensive nature trail system.	Pro
E-mail	Walter	Sharon		Rock Creek Trail: Orchard Pk. to Wilkens	Bike commutes on this trail; safe way to exercise	Pro
E-mail	Marian	Silberstein	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Excellent use of funds for safety, exercise, kids.	Pro
E-mail	Michael	Smith	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Healthy route between homes, schools, jobs.	Pro
E-mail	Jace	Thompson	Hillsboro	Rock Creek Trail: Orchard Pk. to Wilkens	Vital link to a well-used system of trails; a legacy.	Pro
Testimony	Lenny	Anderson	Portland	RTO Base Program	Congestion less if cars kept off roads; balance.	Pro
E-mail	Susan	Barrett	Portland	RTO Base Program	Urge maximum funding for alternative project.	Pro
Testimony	Steve	Gutmann	Portland	RTO Base Program	Removing cars improves freight mobility.	Pro
Letter	Rod	Merrick	Portland	RTO Base Program	Portland Ped Advisory Committee priority project.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Testimony	Greg	Degrazia	Milwaukie	SE 172nd Phase 1 Sunnyside - Hwy 212	Expressed support for project from Chamber.	Pro
Testimony	Paul	Demarco	Portland	SE 172nd Phase 1 Sunnyside - Hwy 212	Clackamas Business Alliance supports for jobs.	Pro
Testimony	George	Fanis	Portland	SE 172nd Phase 1 Sunnyside - Hwy 212	Expressed support for this project.	Pro
Testimony	Matt	Grady	Tualatin	SE 172nd Phase 1 Sunnyside - Hwy 212	Unacceptable level of service; critical to access.	Pro
Letter	Mayor Eugene	Grant	Happy Valley	SE 172nd Phase 1 Sunnyside - Hwy 212	Top economic development priority in city/county.	Pro
Letter	Mayor Eugene	Grant	Happy Valley	SE 172nd Phase 1 Sunnyside - Hwy 212	Supports economic development, creates jobs.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	SE 172nd Phase 1 Sunnyside - Hwy 212	Requests allocation of \$2.742 million for project.	Pro
Testimony	Carl	Grossman	Lake Oswego	SE 172nd Phase 1 Sunnyside - Hwy 212	Supports 172nd; less \$ to Leadbetter Extension.	Pro
Testimony	Dick	Jones	Oak Grove	SE 172nd Phase 1 Sunnyside - Hwy 212	Will help create new jobs in Rock Creek area.	Pro
Testimony	Wilda	Parks	Milwaukie	SE 172nd Phase 1 Sunnyside - Hwy 212	Chamber supports project for creation of new jobs	Pro
Letter	Jerry	Smith	Clackamas	SE 172nd Phase 1 Sunnyside - Hwy 212	Leverage private investments to create new jobs.	Pro
Letter	Martha	Waldemar	Clackamas	SE 172nd Phase 1 Sunnyside - Hwy 212	Extremely important N-S connector road needed.	Pro
E-mail	Martha	Waldemar	Clackamas	SE 172nd Phase 1 Sunnyside - Hwy 212	Neighborhood CPO asks \$2.742 million; pro jobs.	Pro
Testimony	Dana	White	Portland	SE 172nd Phase 1 Sunnyside - Hwy 212	Key to realizing jobs in Rock Creek development.	Pro
E-mail	M'Lou	Christ	Portland	SE Hawthorne: 20th to 50th Avenue	Wants to advocate but neither option includes.	Pro
E-mail	William	Barbat	Lake Oswego	Sellwood Bridge Replacement	Time to make your priorities pro-business.	Pro
E-mail	M'Lou	Christ	Portland	Sellwood Bridge Replacement	Prefer Option B; greater amount funded for study.	Pro
E-mail	Mary	King	Portland	Sellwood Bridge Replacement	Structurally inadequate and unsafe, too narrow.	Pro
Testimony	Austin	Pritchard	Portland	Sellwood Bridge Replacement	Thanks for funding study of the bridge project.	Pro
Card	Amy	Saberian	Beaverton	Site Acquisition: Beaverton Regional Ctr.	Strengthen economy, create more jobs, business	Pro
Letter	Mayor Rob	Drake	Beaverton	Site Acquisition: Beaverton Regional Ctr.	Makes dense urban developments more feasible.	Pro
Testimony	Janet	Young	Beaverton	Site Acquisition: Beaverton Regional Ctr.	TOD helps fill gaps in funding for centers projects	Pro
Testimony	Robert	Bailey	Oregon City	South Metro Amtrak Station	Expressed support for train station project.	Pro
Testimony	Bill	Daniels	Oregon City	South Metro Amtrak Station	Supports completion of Phase 2 of station project	Pro
E-mail	Nancy	Hungerford	Oregon City	South Metro Amtrak Station	Looking forward to boarding in OC, not Portland.	Pro
Testimony	Karen	Rowland	Oregon City	South Metro Amtrak Station	Supports Phase II project at \$1.15 million.	Pro
Letter	Jerry	Smith	Clackamas	South Metro Amtrak Station	Complete station and provide match to city funds.	Pro
Letter	Bob	Bothman	Portland	Springwater Trail - Sellwood Gap	Asking support for four trail projects in system.	Pro
E-mail	M'Lou	Christ	Portland	Springwater Trail - Sellwood Gap	Wants \$1.629 million for this trail extension.	Pro
Testimony	Randy	Dickinson	Portland	Springwater Trail - Sellwood Gap	Supports trail to improve bicycling routes, safety.	Pro
E-mail	Noelle	Dobson	Portland	Springwater Trail - Sellwood Gap	Am. Heart Assn. supports for walking and biking.	Pro
Testimony	Jim	Edwards	Milwaukie	Springwater Trail - Sellwood Gap	Expressed support for completion of trail system.	Pro
Testimony	Gregg	Everhart	Portland	Springwater Trail - Sellwood Gap	As bicyclist, supports completion of this trail.	Pro
E-mail	J. Holden	Hughart		Springwater Trail - Sellwood Gap	Cyclist would be relieved to have gaps connected	Pro
Testimony	Ian	Jaquiss	Portland	Springwater Trail - Sellwood Gap	More bike lanes needed for those with disabilities	Pro
E-mail	Aimee	Perkins	Portland	Springwater Trail - Sellwood Gap	Would get more people to safely bike commute.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Card	Jonathan	Potkin	Portland	Springwater Trail - Sellwood Gap	Create safe trails for families; encourage exercise	Pro
Letter	Wendy	Rankin	Portland	Springwater Trail - Sellwood Gap	Trails for exercise will help reduce obesity, ill.	Pro
Testimony	Jessica	Roberts	Portland	Springwater Trail - Sellwood Gap	Expressed support for bicycle improvements.	Pro
Card	Dan & Nancy	Stueber	Milwaukie	Springwater Trail - Sellwood Gap	Final connection will make safer, easier bike ride	Pro
Card	Aaron	Tarfman	Portland	Springwater Trail - Sellwood Gap	Give priority status to gaps in bike infrastructure.	Pro
E-mail	Aaron	Tarfman	Portland	Springwater Trail - Sellwood Gap	Close important gaps in bicycle network.	Pro
E-mail	David	Thompson, MD		Springwater Trail - Sellwood Gap	Fears for safety on bike; complete link on trail.	Pro
Phone	Harold	Treinen		Springwater Trail - Sellwood Gap	Scary in traffic; the more trails the better for bikes	Pro
E-mail	Anne	Valaas		Springwater Trail - Sellwood Gap	Connects two trails safely, opens trail network.	Pro
Letter	David	Lewis	Portland	Springwater Trailhead at Main City Park	Important connection direct to downtown Gresham.	Pro
Letter	Chair Tom	Brian	Hillsboro	SW Beaverton-Hills Hwy/Oleson/Scholls	Address serious safety and congestion problems.	Pro
Letter	Kathy	Busse	Hillsboro	SW Beaverton-Hills Hwy/Oleson/Scholls	Seeking additional funds for important project.	Pro
E-mail	Terry & Willy	Moore		SW Beaverton-Hills Hwy/Oleson/Scholls	Intersection re-design needed for town center plan	Pro
Letter	Rod	Merrick	Portland	Tacoma Street: 6th to 21st Avenue	Portland Ped Advisory Committee priority project.	Pro
Testimony	Austin	Pritchard	Portland	Tacoma Street: 6th to 21st Avenue	Needed to keep traffic moving smoothly.	Pro
E-mail	Susan	Barrett	Portland	Three TravelSmart Projects	Urge maximum funding for alternative project.	Pro
Letter	Rod	Merrick	Portland	Three TravelSmart Projects	Portland Ped Advisory Committee priority project.	Pro
Testimony	Jim	Edwards	Milwaukie	Trolley Trail: Arista to Glen Echo	Expressed support for completion of trail system.	Pro
Letter	Thelma	Haggenmiller	Oak Grove	Trolley Trail: Arista to Glen Echo	Safely separates people, cars; completes links.	Pro
E-mail	Sylvia	Milne	SE Portland	Trolley Trail: Arista to Glen Echo	Trail safer when completed, connects with nature.	Pro
Letter	Jerry	Smith	Clackamas	Trolley Trail: Arista to Glen Echo	Needed multi-use path; improves county livability.	Pro
Testimony	Bryan	Behringer	Beaverton	Willamette Shoreline Hwy 43 Transit Plan	OHSU supports streetcar from campus to L.O.	Pro
E-mail	Michael	Bolliger		Willamette Shoreline Hwy 43 Transit Plan	Supports \$742 thousand for corridor study.	Pro
Testimony	Rob	Fallow	Lake Oswego	Willamette Shoreline Hwy 43 Transit Plan	Expanding streetcar to downtown LO is important	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Willamette Shoreline Hwy 43 Transit Plan	Mayor expressed support for streetcar project.	Pro
Testimony	Roger	Hennagin	Lake Oswego	Willamette Shoreline Hwy 43 Transit Plan	Supports project for city of Lake Oswego livability	Pro
Letter	John	Pullen	Lake Oswego	Willamette Shoreline Hwy 43 Transit Plan	Little support for streetcar; do bike access study	Con
E-mail	Vern	Rifer	Portland	Willamette Shoreline Hwy 43 Transit Plan	Provides transportation and urban design benefits	Pro
Testimony	Scott	Seibert	Portland	Willamette Shoreline Hwy 43 Transit Plan	Consider funding for Willamette Shoreline study	Pro
Letter	Jerry	Smith	Clackamas	Willamette Shoreline Hwy 43 Transit Plan	Favors Portland waterfront to Lake Oswego project.	Pro
Card	Aaron	Tarfman	Portland	Willamette Shoreline Hwy 43 Transit Plan	Give priority status to gaps in bike infrastructure.	Pro
Letter	Mark	Van Buskirk	Portland	Willamette Shoreline Hwy 43 Transit Plan	OHSU supports streetcar from campus to L.O.	Pro
Testimony	Jerry	Wheeler	Lake Oswego	Willamette Shoreline Hwy 43 Transit Plan	Project offers potential for jobs and commerce.	Pro

## 2005 Transportation Priorities

Base Program	\$56.91	
<u>JPACT Recommended changes to Base Program (revenue neutral)</u>		
Cully Boulevard	-\$1.0	
Eastside Streetcar	+\$1.0	
Leadbetter extension	-\$0.1	
N Lombard Slough Bridge	-\$0.21	
Capitol Highway Pedestrian	+\$0.31	
Trolley Trail	-\$0.74	
172 <sup>nd</sup> Avenue	+\$0.74	
<u>JPACT motions to consider project additions to Base Program. <sup>(1)</sup></u>		
172 <sup>nd</sup> Avenue	\$2.0	
South Metro Amtrak Station	\$0.9	
Leadbetter extension	(\$0.45)	
Sellwood Bridge PE	\$0.5	
Cleveland Avenue	\$1.54	
Powerline Trail right-of-way	\$0.6	
10 <sup>th</sup> Avenue Intersections (Cornelius)	\$0.86	
Beaverton-Hillsdale/Scholls/Oleson PE	\$1.0	
Marine Drive bike lanes/path	\$0.69	
Gateway TOD	\$0.5	
Leadbetter extension <sup>(2)</sup>	\$1.45	
Willamette Shoreline/Hwy 43 PE	\$0.6	
Wood Village Boulevard	\$0.45	
Total Potential Project Additions	\$10.64	
Total Base + Potential Project Additions	\$67.55	
Forecasted Revenues	\$62.23	
Potential Project Cost above Forecasted Revenues	\$5.32	

<sup>(1)</sup> Potential Project additions will be recommended for additions within a financially constrained Total Program of \$62.2 million (current forecast of expected revenues) and additions contingent on potential funds made available through the federal reauthorization bill beyond the forecasted \$62.2 million.

<sup>(2)</sup> This request was to fund the Leadbetter project at a total of \$1.8 million. If the earlier request to reduce funding of the Leadbetter project by \$.45 million is accepted, it would require an additional \$1.45 million to fund the Leadbetter project at \$1.8 million.

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
SIGN - IN SHEET**

March 17, 2005

NAME	JURISDICTION	INITIALS
<b>Chair Rex Burkholder</b>	<b>Metro Council</b>	<i>[Signature]</i>
<b>Vice Chair Rod Park</b>	<b>Metro Council</b>	<i>[Signature]</i>
<b>Commissioner Sam Adams</b>	<b>City of Portland</b>	<i>[Signature]</i>
<i>Mayor Tom Potter</i>	<i>City of Portland</i>	
<b>Mayor Rob Drake</b>	<b>City of Beaverton, representing Cities of Washington Co.</b>	<i>[Signature]</i>
<i>Mayor Lou Ogden</i>	<i>City of Tualatin, representing Cities of Washington Co.</i>	
<b>Mr. Matthew Garrett</b>	<b>ODOT - Region 1</b>	<i>[Signature]</i>
<i>Ms. Robin McArthur</i>	<i>ODOT - Region 1</i>	
<b>Ms. Stephanie Hallock</b>	<b>Oregon Dept. of Environmental Quality (DEQ)</b>	
<i>Mr. Dick Pedersen</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	<i>[Signature]</i>
<i>Ms. Annette Liebe</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<i>Mr. Andy Ginsburg</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<b>Mr. Fred Hansen</b>	<b>TriMet</b>	<i>[Signature]</i>
<i>Mr. Neil McFarlane</i>	<i>TriMet</i>	
<b>Commissioner Bill Kennemer</b>	<b>Clackamas County</b>	<i>[Signature]</i>
<i>Commissioner Martha Schrader</i>	<i>Clackamas County</i>	
<b>Councilor Brian Newman</b>	<b>Metro Council</b>	<i>[Signature]</i>
<b>Councilor Steve Owens</b>	<b>City of Fairview, representing Cities of Multnomah Co.</b>	
<i>Councilor Dave Shields</i>	<i>City of Gresham, representing Cities of Multnomah Co.</i>	<i>[Signature]</i>
<b>Councilor Lynn Peterson</b>	<b>City of Lake Oswego, representing Cities of Clackamas Co.</b>	<i>[Signature]</i>
<i>Mayor James Bernard</i>	<i>City of Milwaukie, representing Cities of Clackamas Co.</i>	
<b>Mayor Royce Pollard</b>	<b>City of Vancouver</b>	
<i>Mr. Dean Lookingbill</i>	<i>SW Washington RTC</i>	<i>[Signature]</i>
<b>Commissioner Roy Rogers</b>	<b>Washington County</b>	<i>[Signature]</i>
<i>Commissioner Tom Brian</i>	<i>Washington County</i>	
<b>Commissioner Maria Rojo de Steffey</b>	<b>Multnomah County</b>	<i>[Signature]</i>
<i>Commissioner Lonnie Roberts</i>	<i>Multnomah County</i>	
<b>Commissioner Steve Stuart</b>	<b>Clark County</b>	<i>[Signature]</i>
<i>Mr. Peter Capell</i>	<i>Clark County</i>	
<b>Mr. Don Wagner</b>	<b>Washington State Dept. of Transportation (WSDOT)</b>	<i>[Signature]</i>
<i>Mr. Doug Ficco</i>	<i>Washington State Dept. of Transportation (WSDOT)</i>	
<b>Mr. Bill Wyatt</b>	<b>Port of Portland</b>	
<i>Ms. Susie Lahsene</i>	<i>Port of Portland</i>	<i>[Signature]</i>
<i>Commissioner Jay Waldron</i>	<i>Port of Portland</i>	

## NAME

## JURISDICTION

Andy Cochran	metro
John Wiebke	City of Hillsboro
Ron Papsdorf	City of Gresham
Karen Schilling	Mult. County
Shelli Romero	Multnomah County
Kathy Busse	Washington County
Robin Katz	Port of Portland
John Cullerton	Metro
OLIVIA CLARK	TRIMET
Phil Selinger	TRI MET
Robin McArthur	ODOT
Dwain Barnes	WSDOT Commissioner
WALTER VALENTA	INTERSTATE COORDINATOR WRA
El Abrahamson	Multnomah County
Dick Schouten	Wash. County
Rob De Graff	ODOT
KEVIN SMITH	CITY OF HILLSBORO
MARK GARRITY	WSDOT
Tom Kloster	METRO
Tom Markgraf	Columbia River Crossing
Danell Cowan	City of Wilsonville
Charlotte Lehan	City of Wilsonville
Rich French	Metro

NAME

JURISDICTION

ave Nordberg

DEQ

Karen Kane

Metro

JOHN RIST

CLATSOP COUNTY

Alice Norris

Oregon City

Nancy Kraushar

Oregon City

Chas Smith

C. t. zen

LAUREL WENTWORTH

PORTLAND

Tom Miller

Portland

Kathryn Schutte

Metro

Amelia Porterfield

Metro

TERRY WHISLER

CORNELIUS

Catherine Ciarlo

BTA

KARL FONDE

CITIZEN

Kay Durtsehi

MultNA - TPA

RICHARD MEYER

CITY OF CORNELIUS

Jef Darlin

City of Cornelius, Councilor

Amy Rose

Metro

Kim Ellis

Metro

Alison Kean Campbell

Metro

THAYER ROZABAUGH

City of Vancouver

Addison Jacobs

Part of Vancouver

Kelley Webb

Metro

Phil Whitmore

Metro



Your Name

Firm or Agency

Address/e-mail

Phone

DICK PEDERSEN

DEQ

503-8229-5332

Dean Lookingbill

RTC (Alt. for City of Vancouver)

Steve Stewart

Clark County

Brian Newman

Metro Council

Bill Kesimian

Clackamas Co

Dave Shields

Gresham Multatlas

Lynn Peterson

City of Lake Oswego

NAME

JURISDICTION

Dore Unsworth	metro	
Patty Unfred Montgomery	Metro	
<del>Michael Watson</del>	Metro	
Patrick Flanagan	THPRD	
Jef King	City of Milwaukee	