8-12-2004

Meeting Notes 2004-08-12

Joint Policy Advisory Committee on Transportation

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MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: Thursday, August 12, 2004

TIME: 7:15 A.M.

PLACE: Metro Regional Center, Council Chambers

7:15 Call to Order and Declaration of a Quorum  Rod Park, Chair

7:15 Citizen communications to JPACT on non-agenda items  Rod Park, Chair

7:20 * Review of Minutes – APPROVAL REQUESTED  Rod Park, Chair

7:25 * Resolution No. 04-3469 – Updated bylaws for the Transportation Policy Alternatives Committee (TPAC) that formalize new technical subcommittees – APPROVAL REQUESTED  Tom Kloster (Metro)

7:35 * Recommendations to JPACT for narrowing the transportation enhancement applications for further consideration – APPROVAL REQUESTED  Ted Leybold (Metro)

7:50 * Recommendations for the Draft ’06-’09 State Transportation Improvement Program (STIP) - INFORMATIONAL  Matthew Garrett (ODOT)

8:00 Preparation for fall Metropolitan Planning Organization (MPO) Summit - DISCUSSION  Rex Burkholder, Vice Chair

8:20 * Area Commission on Transportation (ACT) Correspondence to the Oregon Transportation Commission – APPROVAL REQUESTED  Rex Burkholder (Metro) Tom Kloster (Metro)

8:40 * Transportation Funding Strategy – DIRECTION REQUESTED  Richard Brandman (Metro)

8:50 Status Report on Oxygenated Fuels – INFORMATIONAL  Stephanie Hallock (DEQ)

9:00 ADJOURN

* Material available electronically. Please call 503-797-1916 for a paper copy
** Material to be emailed at a later date.
# Material provided at meeting.
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<thead>
<tr>
<th>MEMBERS PRESENT</th>
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<tr>
<td>Rod Park</td>
<td>Metro Council</td>
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<td>Matthew Garrett</td>
<td>Oregon Department of Transportation (ODOT – Region 1)</td>
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<td>Fred Hansen</td>
<td>TriMet</td>
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<td>Maria Rojo de Steffey</td>
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<td>Rod Monroe</td>
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<td>Bill Kennemer</td>
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<td>Don Wagner</td>
<td>Washington State Department of Transportation (WSDOT)</td>
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<td>Larry Haverkamp</td>
<td>City of Gresham, representing Cities of Multnomah County</td>
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<td>Karl Rohde</td>
<td>City of Lake Oswego, representing Cities of Clackamas County</td>
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<td>Rex Burkholder</td>
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<td>Rob Drake</td>
<td>City of Beaverton, representing Cities of Washington County</td>
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<td>Roy Rogers</td>
<td>Washington County</td>
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<td>Peter Capell</td>
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<td>Dick Pedersen</td>
<td>Oregon Department of Environmental Quality (DEQ)</td>
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<td>Dean Lookingbill</td>
<td>SW Washington RTC</td>
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<td>Annette Liebe</td>
<td>Oregon Department of Environmental Quality (DEQ)</td>
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<td>Kathy Busse</td>
<td>Washington County</td>
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<td>Laurel Wentworth</td>
<td>City of Portland</td>
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<td>Dave Nordberg</td>
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<td>Audrey O'Brien</td>
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<td>Margaret Middleton</td>
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<td>Olivia Clark</td>
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<td>John Ritz</td>
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<td>Karen Schilling</td>
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<td>Greg Miller</td>
<td>Assoc. Gen. Contractors</td>
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I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Park called the meeting to order and declared a quorum at 7:20 a.m.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

III. REVIEW OF MINUTES

Commissioner Bill Kennemer noted that Commissioner Martha Schrader attended in his absence on May 13, 2004 and was not noted in the attendance roster. In addition, Mr. Fred Hansen submitted additional changes in writing.

ACTION TAKEN: The minutes were approved as amended.

IV. ORDINANCE NO. 04-1045A

Ms. Kim Ellis explained that the ordinance was an update based on the interim federal Regional Transportation Plan (RTP) which was approved in December 2003.

Mr. Fred Hansen asked whether it included light rail to Vancouver, Washington.

Ms. Kim Ellis replied that it did not.

Councilor Rex Burkholder explained that the Metro Council had asked for a delay on the next RTP until completion of the “Big Look” that the Council is currently undertaking.

Councilor Rod Park added that long-term land use planning would affect transportation planning.

Ms. Kim Ellis noted that the ordinance had gone through a 45-day public comment period and had been approved by both MPAC and TPAC.

ACTION TAKEN: The motion to approve Ordinance No. 04-1045A passed.

V. RESOLUTION NO. 04-3468

Mr. Andy Cotugno gave an overview of the funding options for I-205 light rail. He explained the handout on potential Senate and House funding packages (included as part of this meeting record). He stated that if the bill were passed in the next three to four months, the total amount would most likely be in between the Senate and House totals. Further, if it is delayed longer than
three to four months, it would most likely be more than the Senate package because of a possible $.05 gas tax. He further stated that the resolution also acknowledges other funding sources.

Councilor Rod Monroe noted that President Bush could veto both bills, in which case the total could be $256 billion.

Mr. Andy Cotugno noted that the House package does not include appropriate fixes for maintenance penalties and lack of CMAQ funds. However, the Senate bill includes a fix for maintenance and they are working on a CMAQ fix.

Commissioner Maria Rojo de Steffey expressed support but noted that the County board would not be voting on this until after the City does.

Commissioner Jim Francesconi added that the City Council would move forward and that it was important to set an example for private funding sources to follow.

Councilor Karl Rohde noted that there was some opposition to the resolution and expressed thanks to the various agencies for stepping up to fill the funding gap.

Commissioner Roy Rogers stated that he would support the resolution but expressed concern regarding the long-term commitment of funds and the need to find a balance between funding and project needs.

Commissioner Bill Kennemer asked for a breakdown of the Portland commitment – PSU, Gateway, Lents, etc.

Commissioner Jim Francesconi explained the breakdown to the committee members.

Mr. Fred Hansen echoed Karl’s compliments. He referred to Commissioner Rogers’ concerns regarding long-term funding and stated that it was important to recognize the federal leverages that the region would be getting in return and further stated that for a project with a useful life of 50 years, an 8-year “mortgage” is not unreasonable.

Councilor Rod Monroe agreed with Commissioner Rogers’ comments, but stated that given the realities of Oregon’s finances, the region does not have the luxury of funding transportation projects from sales tax or other highway funding sources. Given that, it is remarkable that the region is able to continue to develop a transit structure that is recognized worldwide.

Chair Rod Park asked Mr. Matthew Garrett for clarification that the OTC does have funds invested in the project.

Mr. Matthew Garrett replied that $23 million has been committed to the project. He further stated that ODOT has contributed the funding because it is committed to the balance of transportation options in this region.

Commissioner Roy Rogers reiterated that at some point, the region would need to grapple with funding and prioritization of projects. He said that because there is a finite source of dollars, a strategic plan is needed for the region.
Councilor Rex Burkholder added an item to the retreat agenda – a capital source for funding.

Commissioner Jim Francesconi agreed with both Commissioner Rogers and Councilor Burkholder and pointed out the unfounded mandate to fund Milwaukie light rail in the future.

Chair Rod Park said that Jay Waldron would be speaking at the retreat about transportation finance.

**ACTION TAKEN:** Commissioner Bill Kennemer moved and Mr. Fred Hansen seconded the motion to approve Resolution No. 04-3468. The motion passed.

**VI. RESOLUTION NO. 04-3476**

Mr. Andy Cotugno presented Resolution No. 04-3476 (included as part of this meeting record). He further explained that originally MTIP funds were approved for bike lanes on Hall Boulevard. However, the project is turning out to be much more expensive than anticipated so the City of Beaverton has requested that the MTIP funds be transferred to the development of Rose Biggi road to access the Beaverton Round. The latter project also scored well in the last MTIP process, but the Beaverton Round was not yet ready.

Mayor Rob Drake noted that the MTIP funds are regional funds and not the City of Beaverton. However, the Rose Biggi Road project would complete access to the Round. He explained that the Hall Blvd project experienced problems with the intersection, including environmental questions about the properties at the intersection. He said that the timing of the Rose Biggi project coincides well with completion of the Round and further explained the details of how the project would serve the Round.

Councilor Karl Rohde asked whether there were plans to improve bike transit on Hall Blvd.

Mayor Rob Drake answered that the project is shelved for the time being but the City of Beaverton has applied for grants to complete the project. He concurred that it is a missing link in bike lanes. He further stated that the City of Beaverton is committed to completing the project.

Mr. Fred Hansen commended the recognition that the funds were regional and that the transfer request had to be approved by both TPAC and JPACT.

**ACTION TAKEN:** Commissioner Roy Rogers moved and Commissioner Bill Kennemer seconded the approval of Resolution No. 04-3476. The motion passed.

**VII. RESOLUTION NO. 04-3475**

Mr. Mark Turpel presented Resolution No. 04-3475 (included as part of this meeting record). He said that at the June JPACT meeting, JPACT had decided not to decide the question of MTBE and had asked that it be brought back at a future meeting. He explained that MTBE is a possible carcinogen that combines with water and is difficult to extract once it does contaminate. It is banned in California and Washington. He explained that the resolution is a conditional piece
Chair Rod Park suggested that Mr. Hansen's suggestion be voted on at the August 12, 2004 JPACT meeting.

Councilor Rod Monroe supported Mr. Hansen's language and supported passage of the resolution. He urged banning MTBE altogether.

Councilor Karl Rohde asked for clarification of Mr. Hansen's amendment.

Mr. Fred Hansen re-explained his proposal.

Councilor Karl Rohde agreed that MTBE should be banned to eliminate voluntary addition of MTBE to fuel. As the maker of the motion, Councilor Rohde accepted Mr. Hansen's proposal to include the language in a cover letter accompanying the resolution.

Mr. Brian Doherty, Miller Nash law firm, representing Western States Petroleum stated that DEQ has maintained that oxygenated fuels are not necessary for CO emission standards. He further stated that banning MTBE would increase dependence on ethanol. He explained that modern vehicles have a reduced need for oxygenated fuels because studies show that CO levels continue to go down even after elimination of oxy fuels.

Mr. Tom Curler, Celilo Group stated that he has been involved with the ethanol industry for the last 12 years. He said that he supports JPACT’s consideration of the issue. He further stated that his group produced a report on the ability to produce ethanol from cellulose materials and said that there is a huge potential for economic development from ethanol production in Oregon. He asked JPACT not to take a position on the resolution but to wait until August. He said that the cities of Beaverton and Portland have supported continuing oxygenated fuels and he supports the banning of MTBE.

Councilor Larry Haverkamp asked for clarification of the issue involved.
Commissioner Roy Rogers asked for passage of the current resolution with a re-examination of the larger issue in August.

Mr. Andy Cotugno said that JPACT has until September to pass the resolution.

ACTION TAKEN: The committee agreed that Resolution No. 04-3475 would be held over until the August 12, 2004 JPACT meeting for further discussion.

VIII. PROPOSED ODOT TRANSPORTATION ENHANCEMENTS SCREENING PROCESS

Mr. Ted Leybold presented the Proposed ODOT Transportation Enhancements Screening Process (included as part of this meeting record). He stated that JPACT has been asked to screen the projects down to seven applications and two alternates and that the screening must be completed by September 10, 2004. He said that letters of intent to apply are due July 9, 2004. He explained that TPAC recommended Option One of the following:
1) TPAC would screen applications
2) Staff take recommendations directly to Council
3) No screening. Ask TE for suballocation and JPACT will allocate funds to projects.

Councilor Karl Rohde asked about the timing of the resolution and why it was not brought to JPACT earlier.

Mr. Ted Leybold responded that the formal schedule was not delivered until last month.

Councilor Karl Rohde expressed disappointment that after the problems with the last TE screening process, a formal policy and process had still not been developed.

As the next JPACT meeting is scheduled for August 12, 2004. Mr. Ted Leybold asked for a decision on which option JPACT would go with to be made by that time.

Chair Rod Park talked about staff concerns with regard to the initial screening until it becomes final.

Mr. Ted Leybold stated that the narrowing down of options has helped in determining what program is funded.

Mr. Fred Hansen stated that given JPACT has agreed to hold the regular scheduled August 12, 2004 meeting, he would support Councilor Rohde's suggestion of going ahead with Option 2.

ACTION TAKEN:
Option 2 was moved and seconded. All supported the motion.

IX. MPO SUMMIT DEBRIEF AND NEXT STEPS FOR FALL SUMMIT
stating that if the EQC continues with oxygenated fuel, that JPACT and Metro recommends banning the use of MTBE.

Chair Rod Park clarified that the issue was not whether to support oxygenated fuels, but banning MTBE IF oxygenated fuels are continued.

Mr. Dick Pedersen reported that banning MTBE would not be in the authority of EQC and said that historically EQC has not been involved in legislative matters.

**ACTION TAKEN:** Councilor Karl Rohde moved and Mayor Rob Drake seconded approval of Resolution No. 04-3475.

Mr. Fred Hansen pointed out that oxygenated fuel is not the only source of MTBE. He suggested sending a letter to EQC approving the resolution but supporting the use of oxygenated fuels and asking them to undertake a study to reduce emissions as part of their CO strategy. He also asked for support of domestically produced oxygenated fuel to reduce dependence on foreign petroleum.

Chair Rod Park suggested that Mr. Hansen's suggestion be voted on at the August 12, 2004 JPACT meeting.

Councilor Rod Monroe supported Mr. Hansen's language and supported passage of the resolution. He urged banning MTBE altogether.

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ACTION TAKEN:
Option 2 was moved and seconded. All supported the motion.

IX. MPO SUMMIT DEBRIEF AND NEXT STEPS FOR FALL SUMMIT
Councilor Burkholder spoke to the MPO summit and its success and said that there was good attendance from throughout the region. He explained the purpose for having continued meetings of the MPO's because there are shared issues and because more coordination is needed in the State and throughout the urban areas. He also stated that there were questions as to how the ACT/MPO relationship works. He also discussed the critical role of ODOT in all communities, the lack of funding to update boulevards, and the preparation for the development of a joint effort of OTIA 04 and that there is a large need on a local level for more investment. He said that Eugene has offered to host the next MPO Summit in September and that he would be attending a MPO staff meeting at the end of July to discuss and frame how the fall meeting should proceed.

Chair Rod Park asked Dean Lookingbill what he thought of the meeting.

Mr. Dean Lookingbill said the positive part was that rural areas were talking to one another and to those from the urban areas. However, there is a definite divide between rural and urban areas.

Councilor Karl Rohde stated that the MPO in this part of the region has a certain amount of power, however in other parts of the state, they do not and is dependent upon the state for most of their funding.

X. TRANSPORTATION FINANCE WORKING GROUP UPDATE

Chair Rod Park stated that Jay Waldron is the chair. He said that there were 35 in attendance at the Portland Business Alliance meeting and the concerns heard at the meeting referenced a disconnect between the transportation issues, freight and the economy. He said that there was discussion about how to better connect the business community with the public. He further stated that Len Bergstein had suggested 2006 or 2008 as being viable times to move ahead for a campaign.

JPACT SUMMER RETREAT

Councilor Larry Haverkamp asked about the makeup of the JPACT committee and stated that he would like it and the ACT issue discussed at the JPACT retreat.

Mr. Fred Hansen mentioned his concern of having the agenda allow for more discussion rather than to have a luncheon speaker. At the last retreat, there was not enough time built in for discussion. He suggested that it might be that there should not be a luncheon speaker, but rather provide more time for dialogue. As the agenda is still evolving, decisions could be made as to whether there should be a facilitator or other speakers.

Commissioner Bill Kennemer expressed concern regarding the first two items on the agenda being two-hour presentations. He stated he would like to spend more time on the legislative agenda.

Commissioner Roy Rogers spoke to the fact that the group works well for the small amount of time spent together and it is easier for JPACT to work with complex issues. He said that each member has many needs that are differently framed than those needs of Multnomah County and the City of Portland. He suggested that he would like to have more discussion around this.
Chair Rod Park asked Matthew Garrett about what would change if one of the cities or counties had another 100,000 people, and how it would effect the money received.

Mr. Matthew Garrett stated that it would likely be impacted on the positive side.

Chair Rod Park challenged the committee members to think about looking at different ideas.

Mr. Matthew Garrett stated that JPACT needed to finesse how the group does their work. At all costs, they should avoid an us vs. them mentality in Salem because this would render the group’s work ineffective.

XI. ADJOURN

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

Respectfully submitted,

Patty Unfred Montgomery
Cameron Vaughan Tyler
Renee Castilla
BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING UPDATED ) RESOLUTION NO. 04-3469
BYLAWS FOR THE TRANSPORTATION POLICY )
ALTERNATIVES COMMITTEE (TPAC) THAT )
FORMULATE NEW TECHNICAL SUBCOMMITTEES )

WHEREAS, the Transportation Policy Alternatives Committee (TPAC) serves as Metro's technical committee and policy alternatives forum on regional transportation matters; and

WHEREAS, TPAC operates under bylaws approved by Metro Council; and

WHEREAS, TPAC monitors and provides advice on transportation planning issues to ensure adequate consideration of regional values such as land use, the economy, the environment and other factors in the development of transportation plans and projects; and

WHEREAS, TPAC makes formal recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on action items and provides consensus input on other matters; and

WHEREAS, TPAC delegates topics of special importance or complexity to subcommittees, therefore,

BE IT RESOLVED, the Metro Council approves the updated TPAC bylaws contained in Exhibit A, which clarify the use of subcommittees and incorporate other needed updates to the operational aspects of TPAC.

ADOPTED by the Metro Council this ______ day of ______________________, 2004.

__________________________
David Bragdon, Council President

APPROVED AS TO FORM:

__________________________
Daniel B. Cooper, Metro Attorney
TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC)

BYLAWS

ARTICLE I

This Committee shall be known as the TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC).

ARTICLE II

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the Metro Council.

The responsibilities of TPAC with respect to transportation planning are:

a. Review the Unified Planning Work Program (UPWP) and Prospectus for transportation planning.

b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.

c. Advise on the development of the Regional Transportation Plan (RTP) in accordance with the Intermodal Surface Transportation Efficiency Act (ISTEA) federal planning regulations, the L.G.D.C. Oregon Transportation Planning Rule, the 1992 Metro Charter and the adopted 2040 Growth Concept.

d. Advise on the development of the Metropolitan Transportation Improvement Program (MTIP) in accordance with ISTEA federal planning regulations.

e. Review projects and plans affecting regional transportation.

f. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

g. Develop alternative transportation policies for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

h. Review and comment on Metro Policy Advisory Committee land use matters that have significant transportation implications.

i. Review local comprehensive plans for their transportation impacts and
consistency with the Regional Transportation Plan. Recommend needs and opportunities for involving citizens in transportation matters.

The responsibilities of TPAC with respect to air quality/environmental planning include, but are not limited to:

1a. Review and recommend project funding for controlling mobile sources of particulates, CO, HC and NOx.

2b. Review the analysis of travel, social, economic and environmental impacts of proposed transportation control measures.

3e. Review and provide advice (critique) on the proposed plans for meeting particulate environmental standards as they relate to mobile sources.

4d. Review and recommend action on transportation and parking elements necessary to meet federal and state clean air requirements.

5. Consultation role on air quality, pursuant to state and federal planning requirements.

ARTICLE III
MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

a. The Committee will be made up of representatives from local jurisdictions, implementing agencies and citizens as follows:

City of Portland ................................................................. 1
Clackamas County ............................................................. 1
Multnomah County ............................................................. 1
Washington County ......................................................... 1
Clackamas County Cities .................................................. 1
Multnomah County Cities (except Portland) ......................... 1
Washington County Cities ............................................... 1
Oregon Department of Transportation ............................... 1
Washington State Department of Transportation ................ 1
Southwest Washington Regional Transportation Council ....... 1
Port of Portland ................................................................. 1
Tri-Met ........................................................................... 1
In addition, the City of Vancouver, Clark County, C-TRAN, Federal Highway Administration, Federal Aviation Administration (FAA), Federal Transit Administration (FTA), and Washington Department of Ecology may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

b. Each member shall serve until removed by the appointing agency. Citizen members shall serve for two years and can be reappointed.

c. Alternates may be appointed to serve in the absence of the regular member.

d. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chairperson to notify the appointing agency with a request for remedial action.

Section 2. Appointment of Members and Alternates

a. Representatives (and alternates if desired) of the Counties and the City of Portland shall be appointed by the presiding executive of their jurisdiction/agency.

ab. Representatives (and alternates if desired) of Cities within a County (except Portland) shall be appointed by means of a consensus of the Mayors of those cities. It shall be the responsibility of the representative to coordinate with the cities within his/her county.

be. Citizen representatives and their alternates will be nominated through a public application process, confirmed by the Metro Council, and appointed by the President of the Metro Council.

c. Except as provided by (a) and (b), representatives (and alternates if desired) of the Counties and the City of Portland shall be appointed by the chief administrative officer of their jurisdiction/agency.

d. Metro representatives (non-voting) shall be appointed one each by the Metro Executive Officer and Council Presiding Officer.

Section 3. Voting Privileges
a. Each member or alternate of the Committee, except associate members, shall be entitled to one (1) vote on all issues presented at regular and special meetings at which the member or alternate is present.

b. The Chairperson shall have no vote.

Section 4. Meetings

a. Regular meetings of the Committee shall be held each month at a time and place established by the Chairperson.

b. Special meetings may be called by the Chairperson or a majority of the Committee members.

Section 5. Conduct of Meetings

a. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of the majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Committee.

b. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

c. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

d. An opportunity will be provided at each meeting for citizen comment on agenda and non-agenda items.

ARTICLE IV
OFFICERS AND DUTIES

Section 1. Officers

The permanent Chairperson of the Committee shall be the Metro Planning Director or designee.
Section 2. Duties

The Chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

Section 3. Administrative Support

a. Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

ARTICLE V
SUBCOMMITTEES

One (1) permanent subcommittees of the Committee are established to oversee the major functional area in the transportation planning process where specific products are required. The following are designated as permanent subcommittees:

a. Metropolitan Transportation Improvement Program (MTIP) Subcommittee -- to support the development and update of the five-year TIP, including the Annual Element.

b. Transportation Demand Management/Regional Transportation Options Subcommittee (TDM/RTO) --to recommend measures to reduce travel demand for inclusion in the Regional Transportation Plan/RTP or funding in the Transportation Improvement Program/MTIP, and to provide oversight on implementation of the Regional Travel Options Strategic Plan.

Other subcommittees may be established by the Chairperson. Membership composition shall be determined according to mission and need. The Chair shall consult with the full committee on membership and charge before organization of subcommittees, subject to approval of bylaws by TPAC. Subcommittee bylaws establish the scope of activities for these groups, though TPAC may direct subcommittees to consider issues that fall outside their respective bylaws, when appropriate.

Subcommittee members can include TPAC members, alternates and/or outside experts. All such committees shall report to the Transportation Policy Alternatives Committee. Ad-hoc committees that function for less than six months may be established by the chair without bylaws.
ARTICLE VI
REPORTING PROCEDURES

The Committee shall make its reports and findings and recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The Committee shall develop and adopt procedures which adequately notify affected jurisdictions on matters before the Committee.

ARTICLE VII
AMENDMENTS

Amendments to the Bylaws require the approval of JPACT and the Metro Council. The Bylaws may be amended or repealed only by the Metro Council.
STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3469, FOR THE PURPOSE OF APPROVING UPDATED BYLAWS FOR THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) THAT FORMALIZE NEW TECHNICAL SUBCOMMITTEES.

Date: July 21, 2004
Prepared by: Tom Kloster

BACKGROUND

The Transportation Policy Alternatives Committee (TPAC) is established by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) to monitor and provide advice on transportation planning issues to ensure adequate consideration of regional values such as land use, the economy, the environment and other factors in the development of transportation plans and projects. While JPACT provides the principal policy forum for transportation issues of regional importance, TPAC provides input on such matters to JPACT and the Council from the technical level.

TPAC's membership includes technical staff from the same governments and public agencies as JPACT, plus representatives of the Federal Highway Administration and the Southwest Washington Regional Transportation Council. There are also six citizen representatives appointed by the Metro Council. The committee is chaired by the Planning Director, Andy Cotugno, and meets on the last Friday of each month to consider an extensive agenda of topical issues that fall under this directive. The committee votes on formal recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) and the Council on action items and provides consensus input on other matters.

ANALYSIS/INFORMATION

TPAC’s operating bylaws have not been updated since 1995. Since that time, there have been a number of changes that warrant an update to the bylaws. The most significant is the emergence of formal TPAC subcommittees as an ongoing part of the committee operation. Because of the broad range of issues facing TPAC at any given time, the committee relies on two standing subcommittees to focus on key issues that cannot be fully addressed by the full committee. These committees include:

- Metro Transportation Improvement Program (MTIP) Subcommittee
- Regional Travel Options (RTO) Subcommittee

More recently, two other committees have emerged as informal subcommittees to TPAC, including:

- TransPort – an ODOT committee that oversees the development and operation of intelligent transportation systems in the region (which include traffic monitoring cameras, for example).
- Regional Freight Committee – a Metro committee convened to address major freight issues.

Each of these committees has unique composition, though most consist of technical staff from public agencies. The RTO Subcommittee is the notable exception, with its own operating bylaws, and private sector and citizen representatives that mirror the composition of TPAC. Each meet at least monthly, and
are open to any TPAC member who chooses to attend. However, only the MTIP and RTO subcommittees advertise their meetings, and report on their proceedings, since they are formal subcommittees of TPAC.

The proposed amendments to the TPAC bylaws streamline the function of the MTIP and RTO subcommittees, and also provide a structure by which other advisory committees, such as Transport and the Regional Freight Committee, may be recognized as subcommittees of TPAC. Under the proposed bylaws, the MTIP and RTP Subcommittees are identified as standing bodies, and must submit their own operating bylaws to TPAC for approval in order to conduct business. Other bodies, such as the Transport and Regional Freight committee, may be recognized as affiliates of TPAC by submitting bylaws for approval. Subcommittee bylaws will establish a technical scope and working mission for each group. The amended bylaws also allow TPAC to establish temporary subcommittees, as needed, to address topical issues that cannot be fully considered within the time constraints of a full TPAC meeting.

The amended bylaws also include a number of housekeeping revisions, mostly reflecting changes in state and federal terminology and legislation. The new bylaws also reflect Metro’s structural changes resulting from the recent charter amendment that replaced the Metro Executive with the Council President. Under the prior “divided” Metro structure, Metro held two non-voting seats on the committee, one as chair, and a second as a staff representative for the Council. Under the new bylaws, Metro’s consolidated structure is represented by one seat, as the chair of the committee.

The bylaws have also been revised to clarify that the Council and JPACT operate jointly as the Metropolitan Planning Organization for the region. Both bodies must approve TPAC’s bylaws under the proposed amendments, though the Council would continue to be the sole body responsible for appointing the six citizen member of TPAC. For this reason, staff has proposed that these changes to the bylaws be reviewed and acted upon by JPACT as a courtesy, and to reflect the proposed amendments.

The amended bylaws also clarify TPAC’s role in reviewing land use matters under consideration by the Metro Policy Advisory Committee (MPAC) that have significant transportation implications. In these instances, TPAC input to MPAC would be in the form of comments, submitted in conjunction with Metro Technical Advisory Committee (MTAC) or Metro staff comments to MPAC. Examples

The proposed amendments to the TPAC bylaws are shown in Exhibit A.

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** As currently adopted, the TPAC bylaws can only be adopted or amended by Metro Council, though the proposed amendments required both the Council and JPACT to approve the bylaws. The last amendment to the bylaws was adopted on March 9, 1995.

3. **Anticipated Effects** Adoption of this resolution will enact the new TPAC bylaws shown in Exhibit A, and formalize the role of two standing subcommittees of TPAC, as described in the analysis.

4. **Budget Impacts** None.

**RECOMMENDED ACTION**

Metro Council approve Resolution No. 04-3469.
DATE: August 3, 2004

TO: JPACT and Interested Parties

FROM: Andrew C. Cotugno, Planning Director

SUBJECT: Metro Staff Recommendations for Transportation Enhancements (TE) Program Screening Process

Metro has been requested by the State Transportation Enhancements staff to narrow the list of twenty-two potential project applicants for projects located in the Metro area down to seven projects and two alternates to proceed with full applications to the ODOT TE program a September 10th deadline. With a constrained timeline between the receipt of potential applicants and the full application deadline, JPACT approved an abbreviated screening process by which Metro staff would provide a recommendation to JPACT at their August 12th meeting. JPACT is scheduled to act at that meeting to determine which projects may proceed with full applications for TE funding.

Twenty-two potential applicants from the Metro area submitted a Notice of Intent form to the ODOT TE program, which were then forwarded to Metro. Metro staff made a qualitative assessment of the potential applications relative to the goals and scoring potential of the state program. The State program criteria includes quality of experience, technical merit, support, importance, and focus areas for the FY 2006-2009 funding cycle.

Metro staff will provide an informational briefing of the draft recommendation at the July 30th TPAC meeting.

The projects recommended include:

- North Killingsworth / I-5 Overcrossing – NE Portland
- Waud Bluff Trail – NE Portland
- Fanno Creek Trail – Tigard
- NE Marine Drive Bike and Intersection Improvement – NE Portland
- South Metro Amtrak Station (Phase 2) – Oregon City
- SE 92nd Avenue Pedestrian/Bike Project – SE Portland
- Downtown Pedestrian Enhancement – Milwaukie
- Downtown Gateway Project – Beaverton
Eight projects are recommended, rather than seven projects requested from the ODOT TE Program, because there is on-going correspondence between Oregon City and the State TE Program regarding project eligibility.

The two alternate projects recommended are:

- Glen Otto Park Multi-Use Path – Troutdale
- Tualatin Valley Highway Pedestrian Crossing Enhancements and Safety Awareness Campaign – TriMet

A table showing eight projects and two alternates recommended and twelve projects not recommended is attached.

This recommendation was shared with TPAC at their July 30th meeting. While not providing an alternative recommendation, TPAC provided the following comments.

- JPACT should consider raising the number of project applications outside of the City of Portland in an effort to spread project applications across the entire region.
- JPACT should understand and consider that due to time constraints, the recommendation from Metro staff has not had the thoroughness of technical review usually provided through TPAC.

The ODOT TE Program schedule, TE funding eligibility, and ODOT TE program project selection criteria is attached. Once JPACT makes the decision on which TE projects from the Metro region to submit to the ODOT TE Program, the TE project applicants described above should work toward completing their full project applications to meet ODOT’s September 10th deadline.
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<tr>
<th>Location</th>
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<td>$3,000,000</td>
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<tr>
<td>Portland</td>
<td>SE Brookside Dr. Culvert Project</td>
<td>$367,955</td>
<td>$3,818</td>
<td>$371,773</td>
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<tr>
<td>West Linn</td>
<td>Stafford Basin Pathway</td>
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<tr>
<td>Portland</td>
<td>Springwater Trail Paving</td>
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<td>$640,000</td>
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<tr>
<td>ODOT</td>
<td>Maywood Park Landscape</td>
<td>$200,000</td>
<td>$21,000</td>
<td>$221,000</td>
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</tr>
</tbody>
</table>

* Eight projects are recommended due to on-going correspondence between Oregon City and the ODOT TE Program.
PROJECT SELECTION

The project selection schedule is summarized below. Selection by committee will take place in February 2005. Final approval by the Oregon Transportation Commission is expected in April 2005. All applicants will be notified once the process is complete. Successful applicants will then receive materials and guidance for project programming and development.

The Transportation Enhancement Advisory Committee will serve as selection committee. Appointees include four ODOT staff, four from local government, one from the Oregon Transportation Commission and two public at-large members. Members individually score the applications based on the established selection criteria (next page). They then meet to discuss projects and jointly develop a prioritized list with funding recommendations.

<table>
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<th>PROJECT SELECTION SCHEDULE</th>
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<tr>
<td><strong>May–June 2004</strong></td>
</tr>
<tr>
<td>ODOT announces the TE application period.</td>
</tr>
<tr>
<td><strong>Applicants</strong>: Identify projects and local funding. Initiate coordination.</td>
</tr>
<tr>
<td><strong>JULY 09, 2004</strong></td>
</tr>
<tr>
<td>Notice of Intent due – all applicants (ODOT reply by July 23)</td>
</tr>
<tr>
<td><strong>July–Sept 2004</strong></td>
</tr>
<tr>
<td><strong>Applicants</strong>: Prepare application form and supporting documents.</td>
</tr>
<tr>
<td><strong>MPOs</strong>: Pre-screen to meet limit on applications.</td>
</tr>
<tr>
<td><strong>SEPT. 10, 2004</strong></td>
</tr>
<tr>
<td>Applications due – 4 copies + one set of Supporting Documents</td>
</tr>
<tr>
<td><strong>Sept. 2004 - Jan. 2005</strong></td>
</tr>
<tr>
<td><strong>ODOT</strong>: Compliance review for content, format, eligibility. Technical review to assess feasibility, readiness to proceed. Initial scoping and environmental reviews.</td>
</tr>
<tr>
<td>Public comment period (Nov-Jan in conjunction with STIP process)</td>
</tr>
<tr>
<td><strong>MPOs</strong>: Submit ranking of projects within MPO area.</td>
</tr>
<tr>
<td><strong>Feb. 2005</strong></td>
</tr>
<tr>
<td><strong>Selection Committee</strong>: Project scoring and selection.</td>
</tr>
<tr>
<td><strong>FHWA</strong>: Review eligibility of projects proposed for funding.</td>
</tr>
<tr>
<td><strong>March- April 2005</strong></td>
</tr>
<tr>
<td><strong>ODOT Director</strong>: Review/submit funding recommendations to OTC.</td>
</tr>
<tr>
<td><strong>OTC</strong>: Approve projects for FY 2006-2009 program (STIP).</td>
</tr>
<tr>
<td><strong>May – Oct. 2005</strong></td>
</tr>
<tr>
<td><strong>ODOT</strong>: Notify all applicants</td>
</tr>
<tr>
<td><strong>Applicants</strong>: Complete a Prospectus. Sign an agreement (IGA).</td>
</tr>
<tr>
<td><strong>OTC</strong>: Adopt the FY 2006-2009 STIP</td>
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</table>
### PROJECT SELECTION CRITERIA

<table>
<thead>
<tr>
<th>Points</th>
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| 25     | QUALITY OF EXPERIENCE  
  - Enhances the quality of experience for people using Oregon’s transportation system  
  - Appropriate use of funds for activities that promote the intent of the TE program.  
  - Increases appreciation of cultural, aesthetic or environmental values associated with our transportation system.  
  - Enhances community pride, environmental quality or livability. |
| 20     | TECHNICAL MERIT  
  - Feasible and appropriate solution for the identified problem, need or opportunity.  
  - Realistic scope, schedule and cost estimate.  
  - Adherence to current standards, techniques, and priorities for the type of project.  
  - Adequate level of planning and coordination  
  - Provides a complete, usable facility or product—not a temporary or partial solution. |
| 20     | SUPPORT  
  - Financial commitment, including investment to date and the amount, availability and reliability of matching funds and other pledged contributions.  
  - Expressed approval by government agencies, the public, and local non-profit groups.  
  - Relationship to adopted plans or policies or other investments in the area (leverage).  
  - Progress on project development and readiness to proceed, including ability and commitment to deliver the project on time, within budget. |
| 20     | IMPORTANCE  
  - Uniqueness, urgency, and priority of the project, including how important TE funding is to completing the project.  
  - Problems, losses, or lost opportunities if the project is not completed soon.  
  - Benefit to a large segment of the population or to a “transportation disadvantaged” segment (children, elderly, low-income, disabled).  
  - Documented priority within the applicant agency or in a defined geographic area. |
| 15     | FOCUS AREAS for the FY 2006-2009 funding cycle  
  - Benefits a state highway or state-owned transportation facility and falls into one or more of the following project types: (1) Bicycle/pedestrian facilities, (2) Repair and operation of historic transportation buildings, (3) Landscaping and scenic preservation, (4) Control of highway-related water pollution, (5) Main street or streetscape project.  
  - Benefits a rural/distressed community or Special Transportation Area  
  - Links to an upcoming pavement preservation project, mixed-use or compact development, or Governor’s Economic Revitalization Team effort.  
  - Supports existing tourism and economic development efforts or has a primary focus on tourism or economic development. |

**100 points possible**
TRANSPORTATION ENHANCEMENT ACTIVITIES

1. Provision of facilities for pedestrians and bicyclists
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs
   (including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures,
   or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors
   (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Mitigation to address water pollution due to highway runoff or reduce
    vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums
DATE: July 30, 2004

TO: Pat Fisher, ODOT TE Program

FROM: Rod Park, Metro Councilor District 1
       JPACT Chairman

SUBJECT: Recommendations for Transportation Enhancements (TE) Program Screening Process

Metro has been requested by the State Transportation Enhancements staff to narrow the list of twenty-two potential project applicants for projects located in the Metro area down to seven projects and two alternates to proceed with full applications to the ODOT TE program a September 10th deadline. With a constrained timeline between the receipt of potential applicants and the full application deadline, JPACT approved an abbreviated screening process by which Metro staff would provide a recommendation to JPACT at their August 12th meeting.

JPACT is pleased to recommend that the following projects may proceed with full applications for TE funding:

- North Killingsworth / I-5 Overcrossing – NE Portland
- Waud Bluff Trail – NE Portland
- Fanno Creek Trail – Tigard
- NE Marine Drive Bike and Intersection Improvement – NE Portland
- South Metro Amtrak Station (Phase 2) – Oregon City
- SE 92nd Avenue Pedestrian/Bike Project – SE Portland
- Downtown Pedestrian Enhancement – Milwaukie
- Downtown Gateway Project – Beaverton

Eight projects are recommended, rather than seven projects requested from the ODOT TE Program, because there is on-going correspondence between Oregon City and the State TE Program regarding project eligibility. The two alternate projects recommended are:

- Glen Otto Park Multi-Use Path – Troutdale
- Tualatin Valley Highway Pedestrian Crossing Enhancements and Safety Awareness Campaign – TriMet

A listing of all of the projects screened by Metro Staff is attached. JPACT appreciates the opportunity to make the above recommendations, and looks forward to participating further as the TE project selection process proceeds through public involvement.
### Projects Recommended

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<td>$2,250,000</td>
<td>$750,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Portland</td>
<td>SE Brookside Dr. Culvert Project</td>
<td>$367,955</td>
<td>$3,818</td>
<td>$371,773</td>
</tr>
<tr>
<td>West Linn</td>
<td>Stafford Basin Pathway</td>
<td>$300,000</td>
<td>$136,750</td>
<td>$436,750</td>
</tr>
<tr>
<td>Portland</td>
<td>Springwater Trail Paving</td>
<td>$574,000</td>
<td>$66,000</td>
<td>$640,000</td>
</tr>
<tr>
<td>ODOT</td>
<td>Maywood Park Landscape</td>
<td>$200,000</td>
<td>$21,000</td>
<td>$221,000</td>
</tr>
</tbody>
</table>

* Eight projects are recommended due to on-going correspondence between Oregon City and the ODOT TE Program.

Source: Metro - 8/2/2004
### ODOT Region 1 Recommendations for DRAFT 06-09 STIP

**ODOT Region 1 Recommendations for DRAFT 06-09 STIP (OTC Not Reviewed)**

<table>
<thead>
<tr>
<th>KN</th>
<th>Project Name</th>
<th>Type</th>
<th>Year</th>
<th>Amount (x $1,000)</th>
<th>County</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>2688</td>
<td>Boeckman Road Extension</td>
<td>Mod</td>
<td>2006</td>
<td>$2,181</td>
<td>Clackamas</td>
<td>City of Wilsonville - Extend from 95th to 110th, reconstruct Teoze Rd (110th to Graham F)</td>
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<tr>
<td>2689</td>
<td>2006 Mod Reserve*</td>
<td>Mod</td>
<td>2006</td>
<td>$3,892</td>
<td>Various</td>
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<tr>
<td>3718</td>
<td>I-205/Mall LRT Unit 1</td>
<td>Mod</td>
<td>2006</td>
<td>$7,500</td>
<td>Clack/Mult</td>
<td>I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail ($23M to 2009)</td>
</tr>
<tr>
<td>3763</td>
<td>US26: Connection to Springwater Industrial Area</td>
<td>Mod</td>
<td>2006</td>
<td>$2,000</td>
<td>Multnomah</td>
<td>Refinement plan/NEPA, access needs US26 to Springwater Industrial Area</td>
</tr>
<tr>
<td>3956</td>
<td>US30B: Pres/Mod Refinement Plan (D-STIP)</td>
<td>Mod</td>
<td>2006</td>
<td>$100</td>
<td>Multnomah</td>
<td>US30 Bypass - Refinement plan - MOD/Pres elements - St. Johns to MLK</td>
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<tr>
<td>2974</td>
<td>I-205/Wilmette Rvr Br - Pacific Hwy (Aux Lanes I-5 to Stafford Rd)</td>
<td>Mod</td>
<td>2007</td>
<td>$7,000</td>
<td>Clackamas</td>
<td>Related to Prov. w/same KN, Total = $45.055m - Widens lanes between MP's 0.0 - 3.1 (aux I-5)</td>
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<tr>
<td>2884</td>
<td>2007 Mod Reserve*</td>
<td>Mod</td>
<td>2007</td>
<td>$438</td>
<td>Various</td>
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<tr>
<td>2885</td>
<td>US26: Sunset Hwy @ Glencoe Rd. Interchange (D-STIP)</td>
<td>Mod</td>
<td>2007</td>
<td>$522</td>
<td>Washington</td>
<td>Refinement plan - Rebuild and widen Glencoe Rd crossing - clearance/seismic</td>
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<tr>
<td>3719</td>
<td>I-205/Mall LRT Unit 2</td>
<td>Mod</td>
<td>2007</td>
<td>$10,500</td>
<td>Clack/Mult</td>
<td>I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail ($23M to 2009)</td>
</tr>
<tr>
<td>3720</td>
<td>I-205/Mall LRT Unit 3</td>
<td>Mod</td>
<td>2008</td>
<td>$5,000</td>
<td>Clack/Mult</td>
<td>I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail ($23M to 2009)</td>
</tr>
<tr>
<td>3955</td>
<td>2008 Mod Reserve*</td>
<td>Mod</td>
<td>2008</td>
<td>$4,604</td>
<td>Various</td>
<td></td>
</tr>
<tr>
<td>3759</td>
<td>Pedestrian &amp; Bicycle Elements for Pres projects</td>
<td>Mod</td>
<td>2009</td>
<td>$1,000</td>
<td>Various</td>
<td>Funds used to supplement projects to improve bike facilities</td>
</tr>
<tr>
<td>3762</td>
<td>Sellwood Bridge EIS (D-STIP)</td>
<td>Mod</td>
<td>2009</td>
<td>$1,500</td>
<td>Multnomah</td>
<td>Refinement plan/NEPA - lead to replacement of Sellwood Bridge</td>
</tr>
<tr>
<td>3953</td>
<td>US26: Langensand Rd - Brightwood Loop Rd</td>
<td>Mod</td>
<td>2009</td>
<td>$1,500</td>
<td>Clackamas</td>
<td>Project is related to Safety KN 12840 - Corridor safety improvements pending further scoping</td>
</tr>
<tr>
<td>3838</td>
<td>E. Columbia Blvd. - Lombard St Connector</td>
<td>Mod</td>
<td>2007</td>
<td>$24,765</td>
<td>Multnomah</td>
<td>Construct new wider underpass &amp; at-grade intersection, Proj. applied for OTIA 3 FAC ($3.5m)</td>
</tr>
<tr>
<td>2076</td>
<td>I-5: Victory Blvd. - Lombard St. Section (Const. phase 2007)</td>
<td>Mod</td>
<td>2007</td>
<td>$29,100</td>
<td>Multnomah</td>
<td>Additional funding under Region 1 Mod for PE/Utilities</td>
</tr>
<tr>
<td>3025</td>
<td>OR 217: Tualatin Valley Hwy - US 26</td>
<td>Mod</td>
<td>2008</td>
<td>$25,480</td>
<td>Washington</td>
<td>Funding for Construction phase</td>
</tr>
<tr>
<td>2451</td>
<td>Sunnyside Road (phase 3)</td>
<td>Mod</td>
<td>2008</td>
<td>$8,750</td>
<td>Clackamas</td>
<td>Widening from 152nd to 172nd</td>
</tr>
<tr>
<td>2454</td>
<td>OR212 / 224: Sunrise Corridor (I-205 - Rock Creek)</td>
<td>Mod</td>
<td>2008</td>
<td>$10,000</td>
<td>Clackamas</td>
<td>Total funding = $20M OTIA 3, new highway, connecting OR 224/205 - OR 224/212 (Rock Cr.)</td>
</tr>
<tr>
<td>3301</td>
<td>I-5 to OR 99W Tualatin - Sherwood Connector</td>
<td>Mod</td>
<td>2009</td>
<td>$5,000</td>
<td>Washington</td>
<td>Total funding = $10M OTIA 3</td>
</tr>
<tr>
<td>3956</td>
<td>I-84 @ Hwy 35 Interchange Improvements (D-STIP)</td>
<td>Mod</td>
<td>2009</td>
<td>$2,500</td>
<td>Hood River</td>
<td>Proj. dev. to address congestion and sight dist. problems at I-84 Overcrossing of OR 35 Spur</td>
</tr>
<tr>
<td>3976</td>
<td>US26 @ Hwy47 Hares Canyon State Park</td>
<td>Mod</td>
<td>2009</td>
<td>$5,000</td>
<td>Washington</td>
<td>Intersection improvements to new state park</td>
</tr>
<tr>
<td>3980</td>
<td>Dubarko Rd Extension</td>
<td>Mod</td>
<td>2009</td>
<td>$1,000</td>
<td>Clackamas</td>
<td>City of Sandy - Street extension including a bridge</td>
</tr>
<tr>
<td>3976</td>
<td>US 30: Havlik Road Intersection (Signalized Intersection)</td>
<td>Mod</td>
<td>2009</td>
<td>$1,000</td>
<td>Columbia</td>
<td>City of Scappoose - signalized intersection to tie into a new city street</td>
</tr>
<tr>
<td>3964</td>
<td>2009 Mod Reserve*</td>
<td>Mod</td>
<td>2009</td>
<td>$5,604</td>
<td>Various</td>
<td></td>
</tr>
</tbody>
</table>

### Freight Mobility / Ind. Access / Job Creation ($44.06M / $100M)

<table>
<thead>
<tr>
<th>KN</th>
<th>Project Name</th>
<th>Type</th>
<th>Year</th>
<th>Amount (x $1,000)</th>
<th>County</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE 257th Ave Improvements (Gresham)</td>
<td>Mod</td>
<td>2008</td>
<td>$4,600</td>
<td>Multnomah</td>
<td>Improve NE 257th between Division and Powell Valley Rd</td>
<td></td>
</tr>
<tr>
<td>NE 47th Intersection Rdwy Improve (Portland)</td>
<td>Mod</td>
<td>2008</td>
<td>$3,330</td>
<td>Multnomah</td>
<td>Widens and channelizes intersections at NE Cornfield &amp; at NE Columbia</td>
<td></td>
</tr>
<tr>
<td>NE Alderwood Air Cargo Access Improve (Portland)</td>
<td>Mod</td>
<td>2008</td>
<td>$2,090</td>
<td>Multnomah</td>
<td>Widens channelizes/signals intersections at 62nd &amp; at Columbia</td>
<td></td>
</tr>
<tr>
<td>NE Comfoot Air Cargo Access Improve</td>
<td>Mod</td>
<td>2008</td>
<td>$830</td>
<td>Multnomah</td>
<td>Extend to Terminal 6/Marine Dr incl. rail overcrossing</td>
<td></td>
</tr>
<tr>
<td>North Leadbetter Extension Overcrossing (Portland)</td>
<td>Mod</td>
<td>2008</td>
<td>$6,000</td>
<td>Multnomah</td>
<td>Improvements to serve South Waterfront development</td>
<td></td>
</tr>
<tr>
<td>N. Macadam Ave / South Waterfront</td>
<td>Mod</td>
<td>2008</td>
<td>$15,000</td>
<td>Multnomah</td>
<td>Bridge to serve industrial users/development at Swan Island</td>
<td></td>
</tr>
<tr>
<td>N. Going Street Bridge Replacement Project</td>
<td>Mod</td>
<td>2008</td>
<td>$3,000</td>
<td>Multnomah</td>
<td>Improve access/mobility to Rivergate and industrial areas</td>
<td></td>
</tr>
<tr>
<td>North Lombard Access Improvements (Portland)</td>
<td>Mod</td>
<td>2009</td>
<td>$3,610</td>
<td>Multnomah</td>
<td>Consolidate driveways</td>
<td></td>
</tr>
<tr>
<td>Terminal 4 Entrance Improvements (Portland)</td>
<td>Mod</td>
<td>2009</td>
<td>$1,000</td>
<td>Multnomah</td>
<td>Provide turn lane on US30 for trucks, signalization at exit.</td>
<td></td>
</tr>
<tr>
<td>US 30: Lake Yard Hub Facility Address Improve</td>
<td>Mod</td>
<td>2009</td>
<td>$2,400</td>
<td>Multnomah</td>
<td>Improve road between US30 and Scappoose Airport</td>
<td></td>
</tr>
<tr>
<td>West Lane Road - Scappoose</td>
<td>Mod</td>
<td>2009</td>
<td>$2,000</td>
<td>Multnomah</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Region 1 Total for Modernization Projects

- Mod reserves are programmed to cover cost overruns, potential shortfalls in anticipated federal earmarks, and PE and RoW costs needed for construction projects to be scheduled in 2010, 2011, 2012.
## ODOT Region 1 Recommendations for DRAFT 06-09 STIP

### OTC Not Reviewed

### Project Name
- **Region 1 Traffic Signal Upgrade Unit 3**
- **Region 1 ATMS Hardware & Software (Ph 8)**
- **Region 1 Rural Variable Message Signs**
- **Region 1 Traffic Loop Repair Unit 14**
- **Region 1 Traffic Signal Upgrade Unit 4**
- **Reg. 1 ATMS Hardware & Software (Ph 9)**
- **Portland Area Variable Message Signs**
- **2008 ITS Rural Corridor**
- **2008 Traffic Loop Replacement**
- **2008 ITS Urban Corridor**
- **2008 Signal Upgrades**
- **2008 Operations PE & R/W**
- **2008 ITS Misc. Hardware & Software**

### Year
- 2006
- 2007
- 2008
- 2009

### Type
- **Ops**
- **Pres**

### Amount (x $1,000)
- $1,196
- $1,009
- $240
- $886
- $938
- $938
- $820
- $1,287
- $351
- $1,287
- $994
- $1,544
- $585
- $1,095
- $1,095
- $1,034
- $1,621
- $487
- $23,767
- $5,731
- $4,073
- $2,796
- $9,933
- $4,046
- $2,411
- $885
- $1,095
- $1,095
- $1,034
- $1,621
- $487
- $23,767

### County
- Various
- Multnomah
- Clackamas
- Various
- Various

### Comments
- Related to MOD proj w/same key number. Total = $45,058m MPO.O to 8.8 overlay, signage

### Region 1 Total for Operations
- **$23,767** Region 1

### Region 1 Total for Preservation Projects
- **$159,889** Region 1

### ODOT Region 1 Total for Operations
- **$23,767**

### ODOT Region 1 Total for Preservation Projects
- **$159,889**
## ODOT Region 1 Recommendations for DRAFT 06-09 STIP

(OTC Not Reviewed)

<table>
<thead>
<tr>
<th>KN</th>
<th>Project Name</th>
<th>Type</th>
<th>Year</th>
<th>Amount (x $1,000)</th>
<th>County</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2904</td>
<td>OR99E: Pacific Hwy East @ Territorial Rd.</td>
<td>Safety</td>
<td>2006</td>
<td>$2,973</td>
<td>Clackamas</td>
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<tr>
<td>3742</td>
<td>Reserve Utilities Safety 2006</td>
<td>Safety</td>
<td>2006</td>
<td>$270</td>
<td>Various</td>
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<tr>
<td>2863</td>
<td>I-5: Nyberg Rd.-Boone Bridge Section</td>
<td>Safety</td>
<td>2006</td>
<td>$1,930</td>
<td>Washington</td>
<td>Project is being funded with Interstate Maintenance</td>
</tr>
<tr>
<td>2861</td>
<td>OR219 @ Burkharter Rd/ Simpson Rd</td>
<td>Safety</td>
<td>2006</td>
<td>$1,503</td>
<td>Washington</td>
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<tr>
<td>1967</td>
<td>US26: West Ski Bowl - Government Camp Loop</td>
<td>Safety</td>
<td>2007</td>
<td>$1,961</td>
<td>Clackamas</td>
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<tr>
<td>2876</td>
<td>OR213: S. Conway Dr.-S. Henrici Rd.</td>
<td>Safety</td>
<td>2007</td>
<td>$5,740</td>
<td>Clackamas</td>
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<tr>
<td>2877</td>
<td>OR212: Tong Rd. - WyEast Ave.</td>
<td>Safety</td>
<td>2007</td>
<td>$4,698</td>
<td>Clackamas</td>
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<tr>
<td>3163</td>
<td>SE 82nd Ave @ Stone Rd.</td>
<td>Safety</td>
<td>2007</td>
<td>$708</td>
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<td>3743</td>
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<td>2007</td>
<td>$261</td>
<td>Various</td>
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<tr>
<td>2840</td>
<td>US 26: Langensand Rd - Brightwood Loop Rd</td>
<td>Safety</td>
<td>2008</td>
<td>$3,813</td>
<td>Clackamas</td>
<td>Project is related to Mod KN 13953</td>
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<tr>
<td>3723</td>
<td>OR213: Cascade Hwy S. @ S Mulino Rd [Left turn]</td>
<td>Safety</td>
<td>2008</td>
<td>$1,166</td>
<td>Clackamas</td>
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<tr>
<td>3724</td>
<td>OR213: Cascade Hwy S @ S Barnards Rd</td>
<td>Safety</td>
<td>2008</td>
<td>$909</td>
<td>Clackamas</td>
<td></td>
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<tr>
<td>3729</td>
<td>LED Upgrade - Region wide</td>
<td>Safety</td>
<td>2008</td>
<td>$351</td>
<td>Various</td>
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<tr>
<td>3732</td>
<td>2008 Button Replacement Program</td>
<td>Safety</td>
<td>2008</td>
<td>$351</td>
<td>Various</td>
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<tr>
<td>3744</td>
<td>Reserve PE &amp; RW Safety 2008</td>
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<td>$4,175</td>
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<td>3764</td>
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<td>2008</td>
<td>$468</td>
<td>Various</td>
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<tr>
<td>3974</td>
<td>Reserve Utilities Safety 2008</td>
<td>Safety</td>
<td>2008</td>
<td>$1,972</td>
<td>Various</td>
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<tr>
<td>3725</td>
<td>OR 219: Midway - McFee Creek</td>
<td>Safety</td>
<td>2008</td>
<td>$1,235</td>
<td>Washington</td>
<td></td>
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<tr>
<td>3728</td>
<td>OR 99E: MP 14.0 - MP 14.9 (Oregon City)</td>
<td>Safety</td>
<td>2009</td>
<td>$1,015</td>
<td>Clackamas</td>
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</tr>
<tr>
<td>3722</td>
<td>US 26: Salmonberry Road - Viewpoint Sec. (Tillamook State Forest)</td>
<td>Safety</td>
<td>2009</td>
<td>$1,425</td>
<td>Washington</td>
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</tr>
<tr>
<td>3730</td>
<td>Reserve PE &amp; RW Safety 2009</td>
<td>Safety</td>
<td>2009</td>
<td>$4,350</td>
<td>Various</td>
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<tr>
<td>3731</td>
<td>2009 Button Replacement Program</td>
<td>Safety</td>
<td>2009</td>
<td>$365</td>
<td>Various</td>
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<td>3765</td>
<td>2009 Safety Project</td>
<td>Safety</td>
<td>2009</td>
<td>$487</td>
<td>Various</td>
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<tr>
<td>3975</td>
<td>Reserve Utilities Safety 2009</td>
<td>Safety</td>
<td>2009</td>
<td>$304</td>
<td>Various</td>
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<tr>
<td>3721</td>
<td>OR 219 @ East Laurel Rd.</td>
<td>Safety</td>
<td>2009</td>
<td>$1,983</td>
<td>Washington</td>
<td></td>
</tr>
<tr>
<td>3977</td>
<td>OR26W: 64th Ave - Canterbury (sidewalk improvement)</td>
<td>Bike/Ped</td>
<td>2006</td>
<td>$568</td>
<td>Washington</td>
<td></td>
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</table>

### Region 1 Total for Safety Projects

- $43,321

### Region 1 Bridge Projects

<table>
<thead>
<tr>
<th>KN</th>
<th>Project Name</th>
<th>Type</th>
<th>Year</th>
<th>Amount (x $1,000)</th>
<th>County</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 1948| US26: Dennis L Edwards Tunnel (Sunset Hwy) Br. #02552                       | Bridge | 2007 | $9,617            | Washington | Replace lining and lighting inside tunnels

*Project list includes most up to date information. State and local bridge lists not yet included.*

Projects in the draft 2006-2009 STIP subject to approval by the Oregon Transportation Commission - October 2005
August 12, 2004

The Honorable Stuart Foster
Chair, Oregon Transportation Commission
201 W Main St., Ste. 4A
Medford, OR 97501

Dear Chair Foster:

Over the past 6 months, the Joint Policy Advisory Committee on Transportation (JPACT) has given serious consideration to the question of formation of an Area Commission on Transportation (ACT) in the Portland metropolitan area. After extensive deliberation, we have respectfully concluded that JPACT should not be reconstituted in order to be designated as an ACT.

As you know, JPACT has operated successfully since 1979 as the federally designated metropolitan planning organization (MPO) in the Portland Metro area and served as the model for creation of ACTs by the Oregon Transportation Commission. JPACT is now nationally recognized as one of the best models of a regional decision-making body on transportation policy and funding issues in the United States. This structure has allowed the Metro region to be very successful at the national level when competing for scarce federal resources. We plan to further refine JPACT’s operating procedures to more successfully work with the state legislature and the Oregon Transportation Commission.

Since Metro is already designated as the MPO, JPACT currently exceeds the roles and responsibilities of an ACT. Unless the Commission chooses to designate JPACT in its current form as an ACT, we prefer to not reconstitute JPACT in order to be designated as an ACT.

In the course of considering the question, two key issues were addressed that merit further discussion. First, the OTC is interested in JPACT adding business representatives to the membership of JPACT. As many JPACT members are part-time public servants and full-time business owners or employees, they would respectfully point out that they are representatives of the business community. That said, we agree that even stronger ties are needed with the business
community and we have taken steps to accomplish that goal. We are in the process of formalizing a Regional Freight Advisory Committee and a Regional Freight Rail Committee. In addition, we are working closely with the business community to develop a state and regional transportation funding measure.

The second issue that the process raised was the geographic area covered by the ACT. JPACT’s boundary coincides with Metro’s boundary which includes the metropolitan portion of Multnomah, Clackamas and Washington Counties. The Cities of Sandy, Estacada, Mollala, Canby, North Plains, Banks and Gaston are within the Tri-County region but outside the JPACT/Metro boundary. However, it became apparent that there are significant transportation and land use issues that need to be addressed between the Metro area and the surrounding area that is impacted by actions in the Metro area. This sphere of influence includes Clark County, Washington and extends into Marion, Yamhill and Columbia Counties. As such, the artificial boundary for an ACT encompassing the Tri-County region misses the geography that is in fact impacted by actions in the Metro region.

In the past several years, we have taken steps to strengthen the coordination of our land use and transportation actions with those of Clark County, Washington. A similar effort may need to be undertaken by ODOT and/or DLCD to develop a similar assessment of transportation and land use actions in the greater North Willamette Valley. Metro’s participation in previous state led efforts such as the Willamette Valley Livability Forum and the Valley Policy Advisory Committee on Transportation have taught us to be very cautious regarding any discussion with cities outside our current boundary about issues of jurisdiction.

In conclusion, the issue of coordination and communication on these issues in the broader area remains. We look forward to working with you to find a mutually agreeable resolution to this issue. In the meantime, we request that the Commission defer designation of an ACT in the area surrounding Metro until these discussions can be concluded.

Please feel free to call me at 503-797-1547 to discuss this response or I would be happy to meet with you at your convenience. In addition, I would welcome the opportunity for members of JPACT to meet with the Commission to discuss this matter further.

Sincerely,

Rod Park, Chair
Joint Policy Advisory Committee on Transportation
August 12, 2004

The Honorable Ted Kulongoski
160 State Capitol
900 Court Street
Salem, Oregon 97301-4047

Dear Governor Kulongoski:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Investment Task Force and the Metro Council, we are encouraged by your interest in developing a transportation funding package for consideration by the 2005 Oregon Legislature. We too strongly support additional investment in a balanced transportation system for the state and urge you to consider a legislative proposal for roads, transit, and rail that could be linked to a funding proposal in the Portland metro region and other areas throughout the state.

An efficient transportation system in the Portland Metro area is critical to ensuring a healthy economic climate and livable community. During the 1990s, the area’s population increased by more than 250,000 and the daily vehicle miles traveled by that growing population increased by more than 6.8 million to approximately 26 million miles per day.

Meanwhile, despite the important legislative actions that produced OTIA I, II and III, available revenues remain inadequate to finance expansion of the transportation system to meet the needs of the rapidly growing Metro population or even to maintain the system that exists today. Metro’s analysis shows that without new improvements:

- Highway congestion will be widespread and will increase dramatically by 2020.
- Delay on the road system due to congestion will cost the freight industry more than $35 million and motorists more than $255 million every year.
- The region’s bus and rail transit system will be unable to carry the demand on existing routes or provide service to developing areas, thereby undermining the region’s livability and mobility goals.
The total requirement to achieve the region’s goals is $7.6 billion over 20 years, or more than $380 million per year. Revenue sources identified to date will generate less than half that amount.

To begin to address this need, a joint public-private Transportation Investment Task Force has proposed to refer to the Metro region’s voters in November 2006 a package of critically needed highway, transit and community transportation improvement projects and to seek legislative funding in the 2005 session to augment the regional funds. Given the extent of our funding shortfall, our analysis has shown that this ballot measure has a greater chance of passage and provides substantially more benefit if it could be used to match funding provided by the legislature. These state and local funds would, in turn, be used to leverage federal funds that would not otherwise come to Oregon. The ability to leverage state, federal and local funds would result in substantial improvement to the region’s transportation system.

Therefore, the approach we hope you will support would include seeking legislative action to allocate transportation funding directly to the state’s six Metropolitan Planning Organizations (MPOs) predicated on those regions successfully providing funds to match the state funds, through local ballot measures or other means. If successful, the MPOs would then suballocate these funds to local governments.

We in the Portland Metro region have reached two basic conclusions:

- Cars and trucks delayed in traffic cost residents and businesses millions of dollars a year in lost productivity, hamper the growth of our economy, degrade our air quality, waste energy, and erode our quality of life. We need to invest in our highway system to prevent these trends from getting worse.
- Increased investment in our transit system is also vital to help address these problems, implement our land use goals, and provide the mobility needed for a growing population.

Together through a state, regional, and private sector partnership, we can make a significant difference in improving the mobility, livability and economic health of the Metro region. We look forward to advancing this proposal with you further and hope to meet with you at your earliest convenience.

Sincerely,

David Bragdon, President
Metro Council

Rod Park, Chair
Joint Policy Advisory Committee on Transportation, Metro

Jay Waldron, Chair
Transportation Investment Task Force

cc: Chris Warner, Governors Office
Metro Council
JPACT Members
Transportation Investment Task Force
JPACT Finance Strategy

1. Agree to the framework on how to proceed:
   a. Concur with the Transportation Finance Task Force that the region should pursue a regional funding measure linked to a state funding measure. The principles of the package would be designed around 1) a component for major highway projects regionwide, 2) a component that includes Milwaukie LRT and other transit projects in the region and 3) a component that includes community projects around the region. The overall package should be regionally balanced.
   b. Initiate a process to finalize the details of the package, including a grass-roots effort to define proposed projects.
   c. Continue to evaluate whether to proceed to the November '06 ballot, based upon public acceptance of the package, legislative success and public opinion.
   d. Seek a legislative funding package designed to be supportive of a regional ballot measure.
   e. Finalize the specifics of a ballot measure, including specific source and amount and make a final decision on whether to proceed to the Nov. '06 ballot.

2. Legislative Proposal

Seek support from Governor Kulongoski and legislative leaders in the development of a transportation finance legislative proposal, including:

a. A Road funding package consisting of:
   i. 2 cents for Operations & Maintenance – Increase the gas tax and equivalent weight-mile tax with the standard 50/30/20 split to ODOT/Counties/Cities to provide funding for maintenance and preservation. The OTIA I, II and III packages have been predominately for Modernization and Bridge repair and replacement. As a result, ODOT, city and county levels of maintenance have fallen behind.
   ii. OTIA 4 – Support an increase in the vehicle registration fee and titling fee for the next $500 million OTIA Modernization funding package. Provide that metropolitan planning organizations (MPOs) will receive the share of the funds raised in their boundary to suballocate to priority transportation projects if they are able to match the funds with an equal local share. The combined amount would be allocated by the MPO to specific Modernization projects on the state highway system and city and county roads and streets.
If the MPO chooses not to seek suballocated funds, projects would be selected by ODOT and the OTC through a statewide competitive process.

b. A multi-modal lottery funding package consisting of:

i. Lottery funds for Milwaukie LRT – Extend the $10 million per year of lottery bonding authority now committed to the Westside LRT beyond 2010 to provide 50% of the local match for the Milwaukie LRT project. These funds would be subject to the region raising the remainder of the local match, through a ballot measure or other means. If successful, TriMet would be able to receive federal funds for this project starting in 2008.

ii. Lottery funds for intermodal passenger and freight rail improvements – Link to the Governor’s proposal to develop funding for track improvements that would address the 10 freight rail bottlenecks in the Portland region and allow for the addition of added passenger rail service in the Eugene-Portland-Seattle corridor as part of a statewide rail initiative. This would require the development of a method for apportioning cost responsibilities to the railroads vs. the public sector for these improvements.

c. ODOT funding for bus replacement and transportation demand management – Continue the commitments from ODOT for bus replacements at $4 million for the biennium and for TDM at $1.6 million for the biennium.

d. Initiate an updated Transportation Finance Study in preparation for the ’07 Legislature. The last comprehensive Roads Finance Study was completed in 1993. It is important that it be updated and extended to include the full multi-modal transportation system. This would provide the vehicle to support future legislative proposals and re-examine various allocation formulas and methods.
August 5, 2004

Ted Leybold
Principal Transportation Planner
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: MTIP funding for the Rock Creek Bicycle and Pedestrian Trail extension

Dear Mr. Leybold:

I am writing in support of the City of Hillsboro’s application for $675,000 in MTIP funding for extension of the Rock Creek Bicycle and Pedestrian Trail.

The trail would connect to a new main library the city is planning to build at Cornell Road and 206th Avenue, a replacement for Tanasbourne Library that is in a rented storefront. The new library will be a mixed-use development with 60,000 square feet of library space and 10,000 square feet for a community center and some small-scale retail, such as a coffee shop and postal annex.

This trail and mixed-use development support Metro’s 2040 fundamental values to provide a balanced transportation system, encourage efficient use of land, protect and restore the natural environment and create a vibrant place to live and work. Providing a place for neighbors and citizens to gather and meet, especially with walking connections to transit, is an important part of building a livable community. The trail includes a combination of asphalt trails, elevated boardwalks and three bridge crossings of Rock Creek, which are necessary to fit the trail into the greenway corridor with minimal impacts to the natural habitat.

The project extends the regional Rock Creek Trail south and west approximately two-thirds of a mile to connect with Wilkins Street and Cherry Lane. This would provide a connection from the new library and Orchard Park to the MAX Quatama Light Rail Station to the south, and to Cornelius Pass Road and the Orenco Town Center area to the west. The new ADA-accessible trail would encourage visitors to go on foot—perhaps with a stroller—or by bicycle or wheelchair to the library and park.

Providing MTIP funding for the trail extension will compliment the significant investment the City of Hillsboro has already made in creating a flourishing, balanced sense of place. The total
trail extension project cost is estimated at $1.1 million, with the MTIP portion of $675,000 representing 60 percent of the cost. The city received a State Trail Grant to help build the section of the trail behind the future library. That section is under construction now. Last December, the city purchased a five-acre tract on the east end of Cherry Lane to provide a trailhead for the new section of trail and make a connection to the south. People are already using the existing trail and enjoying Orchard Park, which the city developed and opened last year. The park was one of the first Metro regional open spaces acquisitions opened to the public, and serves as a trailhead for the trail.

I strongly encourage you to provide MTIP funding for the Rock Creek Bicycle and Pedestrian Trail that includes mixed-use development, supports the 2040 concept planning, provides an alternative mode of transportation, makes connections possible to MAX light rail and a town center, creates a community meeting place and includes the City of Hillsboro as a major partner. It will be a well-used investment that will help us create the vibrant regional community we all desire.

Thank you for considering this request.

Sincerely,

Susan McLain
Metro Councilor, District 4

Enc. Rock Creek Trail Map

cc: Metro Council
Members of JPACT
Michael Jordan, Metro
Mary Ordal, City of Hillsboro
CITY OF HILLSBORO
PARKS & RECREATION
ROCK CREEK
PATHWAY
HWY. 26 TO CORNEILUS PASS RD.
EXISTING TRAIL
TRAIL UNDER DEVELOPMENT
PROPOSED TRAIL
EXISTING SIDEWALK
DEVELOPED PARK
FUTURE PARK
CITY OPEN SPACE
### Joint Policy Advisory Committee on Transportation
**Thursday, August 12, 2004**
**7:15 a.m.**

#### SIGN-IN SHEET

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<th>Name</th>
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