5-12-2005

Meeting Notes 2005-05-12

Joint Policy Advisory Committee on Transportation

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MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
DATE: Thursday, May 12, 2005  
TIME: 7:15 A.M.  
PLACE: Council Chambers, Metro Regional Center  

7:15 CALL TO ORDER AND DECLARATION OF A QUORUM  
Rex Burkholder, Chair  
7:15 INTRODUCTIONS  
Rex Burkholder, Chair  
7:20 CITIZEN COMMUNICATIONS  
7:25 LEGISLATIVE UPDATE  
Randy Tucker (Metro)  
JPACT Finance Committee Report  
Rod Park, Vice Chair  
* Proposed JPACT Letters on Legislation  
Randy Tucker (Metro)  
7:40 CONSENT AGENDA  
Rex Burkholder, Chair  
* Consideration of JPACT Minutes for March 24, 2005 and April 14, 2005  
7:45 DISCUSSION ITEMS  
Jim Whitty (ODOT)  
* Oregon Innovative Partnership Program - INFORMATIONAL  
# TriMet Transit Investment Plan - INFORMATIONAL  
Phil Selinger (TriMet)  
* JPACT Comments on Draft TriMet Transit Investment Plan - APPROVAL REQUESTED  
Ted Leybold (Metro)  
8:30 RESOLUTIONS/ORDINANCES  
Rex Burkholder, Chair  
* Resolution No. 05-3586 – For the Purpose of Endorsing the Formation of The Oregon Metropolitan Planning Organization Consortium (OMPOC) - APPROVAL REQUESTED  
Tom Kloster (Metro)  
* Resolution No. 05-3582 – For the Purpose of Amending the Unified Planning Work Program To Include The Development of a Regional Concept For Transportation Operations - APPROVAL REQUESTED  
Tom Kloster (Metro)  
* Resolution No. 05-3588 – For the Purpose of Making Recommendations to The Oregon Transportation Commission and To The Washington State Transportation Commission Concerning High Occupancy Vehicle Lanes On Interstate 5 In The Vicinity Of The Columbia River  
Rex Burkholder, Chair  
8:55 OTHER COMMITTEE BUSINESS  
Rex Burkholder, Chair  
# JPACT Survey on Washington D.C. Lobbying Effort  
9:00 ADJOURN  
Rex Burkholder, Chair
Draft Letter #2—Long-Term Transportation Agenda

To the Members of the 73rd Oregon Legislative Assembly:

In January, Metro Council President David Bragdon wrote to the Governor and the leadership of the Legislature, on behalf of the local governments of the Portland region and the Joint Policy Advisory Committee on Transportation (JPACT), expressing the region’s strong support for increased investment in Oregon’s transportation system. In addition to supporting the passage of the Governor’s ConnectOregon multimodal transportation package, his letter urged the Legislature to make additional investments in the operation, maintenance and improvement of city, county and state roads.

We have written separately to once again urge the passage of ConnectOregon. However, enactment of that multimodal package is only the first step. For Oregon to remain competitive in the global economy, it is vitally important that we develop a long-term strategy for investing in the state’s transportation infrastructure, including our state and local roads.

The passage of the OTIA packages in 2001 and 2003 were welcome developments for which the region remains grateful. However, those achievements followed a decade in which Oregon’s population, vehicle miles traveled, registered automobiles and freight volumes all dramatically increased, while the purchasing power of the gas tax, which was last increased by the 1991 Legislature, declined significantly. Oregon continues to fall behind our neighbors in providing the infrastructure needed to compete in the 21st century; for example, only last month, the Washington Legislature passed an $8.5 billion package of transportation investments.

With this in mind, JPACT urges the Governor, the Legislature and the Oregon Transportation Commission to commit to working with the business community, other stakeholders, and especially local governments early in the interim period for the purpose of developing a comprehensive transportation package for submission to the 2007 Legislature, as well as a long-term strategy for investment in Oregon’s transportation infrastructure.

In addition, while the passage of legislation identifying new revenues for roads seems unlikely at this late date in the current session, it is possible that some OTIA bridge repair funds may become available for reallocation. JPACT supports dedicating any unused funds to the OTC’s current list of Projects of Statewide Significance and to [freight][other] projects that have been evaluated through a public process, as suggested in House Bill 3415.

A well-funded transportation system, in the Portland region and across the state, is an essential factor underlying the economic health of our state and the livability of our communities. As always, JPACT stands ready to work with you to support the investments needed to keep Oregon moving.

Sincerely,
PROPOSED AMENDMENTS TO
HOUSE BILL 3415

Delete lines 4 through 12 of the printed bill and insert:

"SECTION 1. (1) If the Department of Transportation does not need the total $1.3 billion in bond proceeds authorized by section 10 (1), chapter 618, Oregon Laws 2003, for replacement and repair of the bridges described in subsection (2) of this section, the department shall use the proceeds not needed for the bridges as follows:

(a) Seventy-five percent for highway projects of statewide significance that are on the list adopted by the Oregon Transportation Commission in May 2002; and

(b) Twenty-five percent for freight projects that the Freight Advisory Committee considered under section 11 (1)(a), chapter 618, Oregon Laws 2003.

(2) The bridges for which the bond proceeds described in subsection (1) of this section may be used are those bridges identified on the document issued by the Department of Transportation titled 'Oregon Transportation Investment Act, State Bridge Projects, Summary of Progress on Bridges in Stages 1-5,' and dated January 2005."
Draft Letter #1: ConnectOregon

Date

Joint Policy Advisory Committee on Transportation

XXX

Re: SB 71, ConnectOregon

Dear Members of the 73rd Legislative Assembly:

We are writing to lend our strong support to the ConnectOregon proposal currently under consideration by the Legislature. A well-funded multimodal transportation system is vital to Oregon’s continued economic recovery, and this initiative will complement the state’s previous highway and bridge investments.

The Portland area’s role as a transportation hub for the state and the Northwest, where roads, rail, air and marine services and facilities converge, makes improvements in the region’s transportation infrastructure especially critical to Oregon’s economy. Moreover, our nationally recognized public transit network requires ongoing investment so our growing region can continue to realize the economic, environmental and community benefits it provides.

For these reasons, the Joint Policy Advisory Committee on Transportation (JPACT) supports Senate Bill 71, the ConnectOregon multimodal transportation funding package, and urges its prompt passage. In supporting SB 71, we would like to highlight a few points:

• Public transit is an essential element of a multimodal transportation system. JPACT’s support of SB 71 is contingent on the inclusion of public transit projects as eligible recipients of distributions from the Multimodal Transportation Fund created by the bill.

• SB 71 currently calls for a combination of grants and loans. We anticipate very few instances in which loans will be used to develop significant transportation projects. We would urge you to focus SB 71 on grants or to increase the $100 million cap.
• The amended bill also requires the Oregon Transportation Commission to allocate at least 15%, but not more than 30%, of the available funds to each congressional district. We would urge you to leave the allocations to the discretion of the Commission so that projects could be evaluated solely on their merit and overall benefit to the state.

Thank you for this opportunity to offer our support for a multimodal transportation package. We look forward to working with you as SB 71 moves through the legislative process.

Sincerely,

XXX
### MEMBERS PRESENT

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
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<tbody>
<tr>
<td>Chair Rex Burkholder</td>
<td>Metro Council</td>
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<tr>
<td>Vice-Chair Rod Park</td>
<td>Metro Council</td>
</tr>
<tr>
<td>Rob Drake</td>
<td>City of Beaverton, representing Cities of Washington County</td>
</tr>
<tr>
<td>Roy Rogers</td>
<td>Washington County</td>
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<tr>
<td>Maria Rojo de Steffey</td>
<td>Multnomah County</td>
</tr>
<tr>
<td>Don Wagner</td>
<td>Washington State Department of Transportation (WSDOT)</td>
</tr>
<tr>
<td>Steve Stuart</td>
<td>Clark County</td>
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<tr>
<td>Bill Wyatt</td>
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<tr>
<td>Brian Newman</td>
<td>Metro Council</td>
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<tr>
<td>Bill Kennemer</td>
<td>Clackamas County</td>
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<tr>
<td>Fred Hansen</td>
<td>TriMet</td>
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<tr>
<td>Lynn Peterson</td>
<td>City of Lake Oswego, representing Cities of Clackamas County</td>
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<tr>
<td>Sam Adams</td>
<td>City of Portland</td>
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### MEMBERS ABSENT

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Matt Garrett</td>
<td>Oregon Department of Transportation (ODOT)</td>
</tr>
<tr>
<td>Stephanie Hallock</td>
<td>Oregon Department of Environmental Quality (DEQ)</td>
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<td>Steve Owen</td>
<td>City of Fairview, representing Cities of Multnomah County</td>
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<tr>
<td>Royce Pollard</td>
<td>City of Vancouver</td>
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### ALTERNATES PRESENT

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<tr>
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<tr>
<td>Susie Lahsene</td>
<td>Port of Portland</td>
</tr>
<tr>
<td>James Bernard</td>
<td>City of Milwaukie</td>
</tr>
<tr>
<td>Councilor Dave Shields</td>
<td>City of Gresham, representing Cities of Multnomah County</td>
</tr>
<tr>
<td>Dick Pedersen</td>
<td>Oregon Department of Environmental Quality (DEQ)</td>
</tr>
<tr>
<td>Robin McArthur</td>
<td>Oregon Department of Transportation (ODOT)</td>
</tr>
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</table>

### GUESTS PRESENT

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Patrick Flanagan</td>
<td>Tualatin Hills Parks and Recreation District (THPRD)</td>
</tr>
<tr>
<td>Mark Garrity</td>
<td>Washington State Department of Transportation (WSDOT)</td>
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<tr>
<td>Ed Abrahamson</td>
<td>Multnomah County</td>
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<td>Shelly Romero</td>
<td>Multnomah County</td>
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<tr>
<td>Karen Schilling</td>
<td>Multnomah County</td>
</tr>
<tr>
<td>Ron Papsdorf</td>
<td>City of Gresham</td>
</tr>
<tr>
<td>Walter Valenta</td>
<td>Interstate URA/Bridgeton</td>
</tr>
<tr>
<td>Kathy Busse</td>
<td>Washington County</td>
</tr>
</tbody>
</table>
I. CALL TO ORDER, DECLARATION OF A QUORUM AND INTRODUCTIONS

Chair Rex Burkholder called the meeting to order and declared a quorum at 7:22 a.m.

II. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

A citizen was concerned after approving the base program last week that the committee had managed to take out the number one trail property.

III. RESOLUTION NO. 05-3529 PRIORITIES 2006-09 FINAL DECISION (100% PROJECT ALLOCATION)

Councilor Rod Park went over the MTIP Proposal worksheet (included as part of this meeting record).

Mr. Fred Hansen thought there were two proposals 1) get Part 1 & 2 to balance and 2) Sam Adams had proposed the idea of a $5 million bucket to program as a contingent commitment to projects subject to receipt of sufficient funds.
Mr. Fred Hansen was concerned that if there is money, and the project isn’t in this category, the committee won’t be ready to do anything with it.

Mr. Andy Cotugno stated if we do what is on the MTIP Proposal sheet and end up having more money, the more money on the table adds to what is allocated next time. The federal agencies require a three-year program and any over programming we do is included in the fourth year. With this being a four-year plan, next time the committee will have the ability to program a windfall if there is one.

Mr. Fred Hansen suggested the committee could do it now and go through conformity with some money in the bucket, making a determination, or wait to see if there is extra money. Fred Hansen mentioned he would rather do more now, as opposed to later.

Commissioner Sam Adams brought up that the committee discussed doing a $5 million bucket and did not understand why this meeting isn’t starting on that foot.

Councilor Rod Park pointed out that it is up to the committee to approve the proposal on the table.

Councilor Brian Newman asked for clarification that the contingency, if there is one, is just on the chance the committee has more money later this spring once the federal legislation has been adopted; the projects are not prioritized and everything starts from scratch with the exception of South Corridor, Washington Commuter Rail and North Macadam access.

Councilor Rod Park agreed that was correct.

Mr. Andy Cotugno pointed out the committee needs to be explicit about what they are adopting.

Councilor Lynn Peterson made a motion to approve Parts 1 and 2, as shown, and Mayor Rob Drake seconded the motion.

**Part 1: No Net Increase to Base Program**
Approved by JPACT on March 17

- Portland trade part of Cully Blvd for Eastside Streetcar: -$1,000
- Reduce Ledbetter for Capitol Highway: -$0.100
- Portland drop from Lombard/Slough Bridge for Capitol Highway: -$0.210
- Clackamas County authorized to transfer funds from Trolley Trail to 172nd Avenue: -$0.742
- Subtotal Base Program: $56.908 Million
Part 2: Further Amendments to Base Program

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase 172nd Avenue</td>
<td>$2,000</td>
</tr>
<tr>
<td>Add to Ledbetter</td>
<td>$1,000</td>
</tr>
<tr>
<td>Add to Sellwood Bridge</td>
<td>$0.600</td>
</tr>
<tr>
<td>Add Powerline Trail</td>
<td>$1,000</td>
</tr>
<tr>
<td>Add Beaverton Hillsdale/Scholls/Oleson</td>
<td>-$1,629</td>
</tr>
<tr>
<td>Drop Springwater Trail</td>
<td>$0.900</td>
</tr>
<tr>
<td>Add Amtrak Station</td>
<td>$1,000</td>
</tr>
<tr>
<td>Add Cleveland Avenue - Gresham</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Base Program (Target=$62.2 million)</strong></td>
<td><strong>$62,279 Million</strong></td>
</tr>
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</table>

Councilor Lynn Peterson moved a motion to amend the previous motion to include Part 3 as Contingent Commitments (as shown) and Mayor Rob Drake seconded the motion.

Part 3: Contingent Commitments Recommended for Approval (pending bill adoption)

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springwater Trail</td>
<td>$1,629</td>
</tr>
<tr>
<td>Cornelius - 10th Avenue</td>
<td>$0.837</td>
</tr>
<tr>
<td>Gateway TOD</td>
<td>$0.500</td>
</tr>
<tr>
<td>Increase Amtrak Station</td>
<td>$0.250</td>
</tr>
<tr>
<td>Increase Cleveland Avenue - Gresham</td>
<td>$0.540</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$3,756 Million</strong></td>
</tr>
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Commissioner Roy Rogers commented the larger jurisdictions are fighting with a very small amount of money. He pointed out that Washington County is 24 percent of the population and it would be very difficult to support any of the package if Cornelius is not involved in the discussion. He stated the City of Portland has been well taken care of in the package and if Washington County is prioritized any lower than they are already, it would be very difficult for them to approve.

**ACTION TAKEN:** Commissioner Sam Adams requested a friendly amendment and Councilor Lynn Peterson seconded the amendment to say Cornelius Project will be approved as the first contingent commitment and after action is taken, the committee will deal with additional contingent commitments. The motion passed.

Mr. Fred Hansen mentioned that whether or not Cornelius is part of the motion, it would happen. He doesn’t think there is any reason to go to the full $5 million bucket. He is concerned with Gateway TOD. If there is a majority of votes, the project should be included.

Chair Rex Burkholder reminded everyone the motion on the floor is the original motion to adopt Base Program Parts 1 and 2 and a friendly amendment to include Cornelius as the first
Contingent Commitment with a discussion to take place adding up to $5 million in a contingent bucket.

**ACTION TAKEN:** Mayor Rob drake withdrew his second on the motion to amend the motion to include Part 3.

**ACTION TAKEN:** Commissioner Roy Rogers requested an amendment to the motion and Mayor Rob Drake seconded to include Cornelius project in the Base Program Part 2 with the understanding that the Cornelius Project is funded last, if the funding amount allows. If there isn't funding, the committee will start over with the next MTIP process. The motion passed.

**ACTION TAKEN:** Commissioner Sam Adams moved and Councilor Brian Newman seconded to substitute the Cully Boulevard project for the Springwater Trail project, resulting in the Springwater Trail project being retained in the base program at $1.457 million, and Cully Boulevard being dropped from the base program. Commissioner Sam Adams committed that Portland would use city funds to fund the Cully Boulevard project. The motion passed.

Councilor Dave Shields moved and Commissioner Maria Rojo de Steffey seconded to transfer $540,000 off the MAX Multi-use Path, to the Cleveland Avenue project. He indicated that the portion of the Max Multi-use Path would not be completed and the city would seek the project through the next MTIP process.

Councilor Brian Newman pointed out the MAX Multi-use Path would be going from a 2.3 to 1.0 mile project and would therefore affect the region's ability to meet the air quality target.

Mr. Fred Hansen mentioned that if the committee would be taking money out of a pedestrian/multi-purpose trail for a road project, he would most likely not vote for it because they would not be substituting money, but coming back for more money later.

Councilor Dave Shields pointed out that they would be adding bike trails, sidewalks, but not lanes, which currently are not in Cleveland.

Mr. Ted Leybold stated in terms of meeting requirements to the air quality plan, the committee can only count miles that are in bike lanes and not included in a routine construction project. However, the mileage that has been provided will still meet the overall objective.

Councilor Rod Park expressed concern that the city was applying for funds, being awarded funds, then transferring funds, and then coming back for funds in next MTIP process.

Councilor Dave Shields stated the proposal shows they have moved money around without making extensive commitments. He is receiving pressure about whether he will come back for more money, which puts him in awkward position.

Chair Rex Burkholder pointed out Clackamas County was asked to commit funds, along with the City of Portland for the projects they are proposed to transfer funds off of. He stated the
committee could make shifts if the jurisdiction has other money to accomplish the task that was previously awarded money.

Mr. Dick Pedersen expressed concern that after the committee starts chipping away at the 40 percent, then the 40 percent gets lower and felt the criteria might be changing as the committee makes it’s way thru this process.

Councilor Brian Newman stated he did not see a problem moving money, yet he feels nervous about “bait and switch”. If the jurisdictions do not make a commitment to fund the project, they will come back to the committee.

Commissioner Maria Rojo de Steffey mentioned when the committee first started, they said jurisdictions could come back and ask to switch projects. She does not remember commitments from jurisdictions to switch funds from their side.

Commissioner Steve Stuart asked what the result would be with funding the project at $1 million as opposed to $1.54 million.

Councilor Dave Shields replied the project would not be accomplished, it ties the whole region into the regional center, creating a situation that has not been used in the past. He mentioned if you make switches, then you have to make a commitment, therefore he would withdraw his motion, asking in return that the Cleveland Avenue project moves up in the contingency plan.

ACTION TAKEN: Councilor Dave Shields withdrew his motion.

Commissioner Bill Kennemer moved and Councilor Lynn Peterson seconded to amend footnote #1 as follows “Funds are allocated to the Trolley Trail but may be transferred to the 172nd project if an alternate funding source for Segments 5 and 6 is committed. If the intended sewer project does not happen in a timely manner Clackamas County will pursue other county, regional, state or federal funds to finance this priority trail project.”

Mr. Andy Cotugno clarified the footnote says money will stay on the Trolley Trail project, but provided terms for which it can be transferred off of the project.

Commissioner Bill Kennemer stated his intent is broader than that and indicated his intention is to transfer money off of the Trolley Trail and on to 172nd.

Ms. Robin McArthur expressed confusion about what the amendment does and what the intent is.

Commissioner Bill Kennemer replied the intent is to put money on 172nd and will make every attempt to fund the Trolley Trail project.

Commissioner Maria Rojo de Steffey pointed out that that was what Mr. Councilor Dave Shields was trying to do with his amendment.
Chair Rex Burkholder clarified by saying money was dedicated to the Trolley Trail, but if money is available, than it can go to the 172nd project.

**ACTION TAKEN:** Commissioner Bill Kennemer withdrew his motion, stating the footnote did not allow for what he was seeking. He made a new motion to transfer the money off of the Trolley Trail project and onto the 172nd project, with county commitment to seek other federal, state, regional, and local funds for trolley trail. Motion died for lack of a second to the motion.

**ACTION TAKEN:** Commissioner Sam Adams moved to amend motion and Councilor Rod Park seconded to transfer $220,000 from Springwater Trail project, resulting in its funding being reduced from $1.457 million to $1.237 million. Transfer funds to Capital Highway, increasing funds to $530,000. Commissioner Sam Adams committed the city would provide local funds to complete the Springwater Trail project. The motion passed.

**ACTION TAKEN:** Commissioner Bill Kennemer moved to amend footnote and Councilor Lynn Peterson seconded to include previous language and if they find money for the Trolley Trail project, then they can move money to 172nd. The motion passed.

**ACTION TAKEN:** Councilor Dave Shields made a motion and Commissioner Maria Rojo de Steffey seconded to remove footnote on Cleveland Avenue to allow funds to be used on the full project, not just a portion in the regional center as long as portion of the regional center has been completed. The motion passed.

Mr. Andy Cotugno recapped all of the amendments to the main motion that were approved as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
<th>Unit</th>
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</thead>
<tbody>
<tr>
<td>Springwater Trail</td>
<td>$1.237</td>
<td>Million</td>
</tr>
<tr>
<td>Trolley Trail</td>
<td>$0.742</td>
<td>Million</td>
</tr>
<tr>
<td>Powerline Trail</td>
<td>$0.600</td>
<td>Million</td>
</tr>
<tr>
<td>Capitol Highway</td>
<td>$0.530</td>
<td>Million</td>
</tr>
<tr>
<td>S. Metro Amtrak Station</td>
<td>$0.900</td>
<td>Million</td>
</tr>
<tr>
<td>Beaverton-Hillsdale Highway</td>
<td>$1.000</td>
<td>Million</td>
</tr>
<tr>
<td>S.E. 172nd</td>
<td>$2.000</td>
<td>Million</td>
</tr>
<tr>
<td>Cornelius - 10th Avenue</td>
<td>$0.837</td>
<td>Million</td>
</tr>
<tr>
<td>Cleveland Avenue</td>
<td>$1.000</td>
<td>Million</td>
</tr>
<tr>
<td>N. Ledbetter ext</td>
<td>$1.800</td>
<td>Million</td>
</tr>
<tr>
<td>Sellwood Bridge</td>
<td>$2.000</td>
<td>Million</td>
</tr>
<tr>
<td>N.E. Cully Boulevard</td>
<td>$0.000</td>
<td>Million</td>
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**ACTION TAKEN:** Chair Rex Burkholder asked members to vote for the main motion, Resolution No. 05-3529, as amended. The motion passed.

JPACT provided direction to TPAC to develop a recommendation for up to $5.0 million of prioritized contingent commitments (inclusive of the $0.837 million contingent commitment to the Cornelius 10th Avenue project) in the event an increased funding level is available through the reauthorization of TEA-21. The recommendation should first be limited to consideration from among the following projects:
1. Increase the allocation to the Amtrak Station by $.25 million
2. Increase the allocation to SE Cleveland Avenue by $.54 million
3. Increase the allocation to the Marine Drive Bike lanes by $.685
4. Allocate funds toward the Willamette Shore Preliminary Engineering and/or the Milwaukie EIS by $.6 million
5. Allocate to the Wood Village Blvd. project $.45 million

A limited amount above these may be considered by TPAC from the original Options A and B recommended by TPAC.

IV. ADJOURN

As there was no further business, Chair Rex Burkholder adjourned the meeting at 8:59am

Respectfully submitted,

Melanie Briggs
Recording Secretary
5.12.05 JPACT meeting minutes


Attendees (mbrs/als): Doug Ficco, Matt Garrett, Dick Pedersen, Andy Cotugno, Lynn Peterson, Rex Burkholder, Royce Pollard, Maria Rojo de Steffey, Dave Shields, Rob Drake, Olivia Clark (alternate), Bill Kennemer, Roy Rogers, Rod Park

Mr. Burkholder asked the committee about starting the meeting at 7:30; now we have the JPACT finance committee as we will have the second chance a month to discuss. Now on we will move meeting to 7:30am.

Minutes: Pederson seconded; unanimously approved.

Rod Park: JPACT financereport; met two weeks ago. Wanted to verify that the limited scope of what the committee wanted to look at. First meeting broad discussion; got legislative session going on and what pieces do we want to go into that; also looking at the potential addressing the issue of what is going on in Washington with 8.5 billion to set things in motion so that we position ourselves for the next legislative session; the TRI county lobby group; on radio this am; ther eis an attempt to refer the gas tax; interesting read out of the voters of the; Jay Waldron was there on behalf of the port tying into the other committee; other piece is the pha being conducted the economic study; economic impacts of transportation investment study – private public partnership ECO TRANS. That report conducting interviews now report will be finished in July; useful. Richard: conducting ginterviews wth 16 firms in area; will layer with economic analysis of how those industries are impacted with the state of the transportation system; competitive analysis of amount of transportation affects us competitively; findings: on westside; warehousing and distribution will no longer gravitate to the westside due to distance; traffic to airport. Finding strong impact on the bottomline of operations because of transportation; shifts in work schedules which are impacting employees increasing cost of operation because of having to change work schedules. Rod: doesn’t seem to be a connection to particular group with trans focus no prospetive: Intel shifted production by two hours to reach airport equates to significant $. Should be getting legislative assgnts soon.

Randy: Legislative Update: last time discussed a proposal and distributing assgnts.

Lobbyist conferred went to JPACT finance that the JPACT prepare a letter; which became 2 and then to follow up with meetings, odot and goversors office:

A - support connect oregon with conditions
B - kickstart process for looking for a proposal for next session

One development in legislature: verbage House Bill 3415; we discussed as one of the recommendations that in the letter we should support something along these lines; support a list of projects through some vetting process.

Susie Layhense, Steve Stuart
Second to last paragraph of ltr2: Determine exactly who receives and signs the ltrs;
#2: sent on behalf of region to governoroj cc: legislation leadership signed by bragdon;
recommends that they be put on jpact ltrhead and signed by rex and other signer/cosigner

Rex: Draft #2: supporting house letter HB in whole; talk about other projects; freight in
dollars COMMENTS? Do you feel comfortable with the direction the bill is going?
BRIAN NEWMAN; BILL Kenn: I would encourage us to look at the freight language ;
we came to the game late; if you put other in; you confuse the message; we are interested
in HB; Considering we didn’t t I doing well, introduce a complicated issue; Garrett: the
operation and maintenance in first letter; not mentioned here; note: read cry first word IF;
don’t spend money now; Last sent of first paragraph; that could be carried through below
REX: attach other letter; RANDY: mentioning that the proposal we attached to january
ltre has been endorsed by other 5 mpos in state, include along with resolutions? Olivia:
second to last paragraph; JPACT supports dedication any unprogramed funds. TUCK:
bill says not needed. GARR: bill is reallocating money from bridges. Burkholder:
support bill and keep freight in? Yes; Who should send? Rogers, Steeffey agrees on jpact
ltrhead and signed by rex. Also include it is supported by mpos; TUCKER send to every
membr of legislature; and governors have copy.

#1: came out of jpact fin mtg: region support for connect Oregon , over the course of
session move to reduce the portion of the connect Oregon that goes togrants and give to
loans; not useful 3, effort to allocate $ by congressional district isn’t conducive to
projects based on overall merit etc (3 points making) Burkholder: No comments will send
on.

Jim Whitty: Presentation: interested in what you have out on the street. Where are we
with those projects: Legislature passed bill in 03 to create new way of procurement for
odot; outside of preoc law; enables us to do some creative things with the private sector
very early at conceptual stage; outside the low bid process; competition to be done
creatively; received letter from the federal hwy admin approving process; allows ust o
have a competition based on on; and select a firm to develop the project up to the point of
delivery. The price is determined by the. First Phase: develop contract with private firm.
Program does not change obligation of the state of developer to follow planning;
environmental landuse laws; at stage 2 when financing/funding plan is delivered
successfully a privat firm is able to go to negotiations in development. For region 1: last
fall under pressure of legislative requirement to deliver something in the interim; went
into a quick process; asked for projects to be nominated; had 15 industry comment;
predetermined criteria; several projects on list and director hose 3 to go to commission;
newberg dundee; commission approved list to go forward to solisation on Jan 20th release
rfp on jan 29 120 ; end date august 29th; then engage in an evaluation process;
Evaluations at the highest level of odot; then to otc for approval. Odot must consult with
loval govt mpo etc on projects; consultation will occur on the basis of the executive
summary; Have asked them to prepare a release inexecutive summary; REX Questions:
Brian Newman; once financing plan submitted and go into implementation plan; what is
the public process for the community? Wh: the predevelopment contract the process
public involved in commission approvals, in rfp writein Lynn Peterson: the I205 S:
if this is a private partnership with collection of tolls? WH: not predetermine there will
be tolls? LP: how can we do on half a facility? WH: the private firm could propose an
investigation of a larger resolution other than the public statement; we want their
creativity to look at the solution; BILL KENN: thank ou jim and odo; we went and spoke
on behalf of the sunrise; it is amazing on how wide open it was; one obvious option is
tolling; you could help participate in the exits etc.. Large range of projects. WH: the
private firms could propose a 1,2, or all; no requiremnt tat they be linked or only choose
one; KENN: I thingk the three projects are remarkebly different; With dundde clearly
tolling is an issue - TOM KLOSTER ENTER- but tolling could be done. ROY
ROGERS: where is the public money coming from? WH: we are not proposing any
public money involvement at this stage although we suspec there will be; we want local
value; local user fees; to pull out the the project first 3415 is a possiblity. The
predevvelopmetn arrangement will happen over a couple moontha s nd identify several
funds. Rogers: bieng sensitive to WA conty; no link; with traffic on bith sides. Support
the 205; we are sandwiched between projects with no solution, not pleased. Concerned
by doing this we have prioriticed 3415 to do this. WH: the house committee agree; no
mey on house version of bill no money. Not working bill. ROD: Ive seen part of it
cascade station; SAM ADAMS enter - types of issues private enterprise. Park: If it is
publically operated system public reaps benefits if it goes to private side, you pay for use
of faciliyt and profits are moved out of system. WH: mixture of concepts; you can go
from a new possiblity where you go to concession wehere you turn the road over to a
private org and they run/pay for it for a periob; seconob; a private firm builds /developes
and then leaves; som otion may be closer to tradtionsl; we don't know what type of
propsals we will get. As far s the prfit development; private firms build everything and
they get a prfit; we have constrantis as a matter of cntract. STEFFEY: county received
an unsolicited propsal for slwokd bridge in committee haaded by cfo. Waiting for
evaluation and he will come to board with recommendations. We are doing it. LYNN:
would like to have a followup discussion about wen the ideas will be introduced; we are
looking at hwy 217 and how to fund; when you look at wher esunrise is and the public
good you are trying to reap; hwo do you weigh those when you have an rfp to build a
road; how does this play out; interesting ot know abut sellowd bridge. Interst to have
discussion in terms of when these things are proposed; WH: not going to be proposing a
specific project - happens at the end of the predevelopmetn project; during pre dev, they
will investigate a potential projeet...we want to investigate tolling at tisi rout; they will
learn things as they go. Not proposing s aecific roadway etc...Bill Kenn: part of what
this does is add more stakeholder siwth money to the discussion; enator metzgers bill
realization that the I is not enough monye on the table and what sources can we go to ? It
is an option worth exploring. Recently we concluded negiotions with devloopers with
sunmyside beteen 152 and 162; we have enough funding to get to 152 and were able to
get enough funding to get to 162. Logical reaise some planing issues. Suprising at how
wide open it was...broad based with the realizaion that these projects are far away.
DAVE Shiel: wehre is the revenue streem; idea to create a cost of revenue streem with
the private individuual to build and the: WH: you have to have the revenue streems; local
govts will be involved; will happen at predevelopmetn and later. While we want
financing to work and can involve local revenue streams? DS? Is this a shared revenue:
JH Yes. Has to happen in the context of what I s happening locally. REX: WA state
passed legislation similar; issue to get info on to work together. Newberg dundee is 3 miles outside of boarder; they are so close ieth impact. WH: statute says appropriate local governements. WH: on crossing the depta of justice to comparison : Cotugo: RFT is solicited; this approach approprte if the toll lane is under consideration now; might be appropriate for an i5 river crossing under consd. Now. JW: the other two are on our investigation list did not make final cut. In second wave involve more individuals.

PHIL SELINGER: Presentation on TriMet Transit Investment Plan:
Services, Ridership Growth, Annual transit rides per capita, Trimet Investment Plan,
Priorities (total transit system build)
Expand high capacity system
Expand Frequent service
Improve local service
Customer Information – transit tracker (used to do with reader boards; more efficient way to dial up enter bus stop number; automated stop anects.; signal prty, intset dsgn; more shelters – more amenities and shelter at heav. Used bus stps;
New shelters and crossings using mtip dollars
Ttl trnst ptnrshp line 57 TV hwy
More sidewalks/crossings – ptnrshp with odot instrumental

Three impt projects: Wshtn cty cmtr rail; sth corr i205; stcat
High capcty prjcts: 4 – List one not in study pre newman
Garrett: pursuing steps and processes. Newman: next stage after crossing study is to do an environmental.
Frqunt svc. / Frqunt svc expansion.
Local areas; not large invstmts: gresham, tigard/tuala/LO, Hillsb, S. Wtrfrnt, N. Clckmas
As damsscus study :kennemer
Long look ahead; Transit service; corricor studies, special studies; rtp update: next process will have to integrate
Trimet board wil met in June; this is our annual update; will be doing.

TED LEYBOLD: comments felt worth mentioned 1: we’d like followu up info brought to tpac and jpaect of hwo 5 yr plan is doing in implementing 20 yr plan w/ regard to ridership etc. 2. Use that info along with tip. And the analysis abouve to guide discussion of programming of fnms in the metropolitin MTIP. 3. Recognission ht the regions high capacity transit system; years since a prioritization stdy 4. Clarify of how they receive input of priorities and how that input is used at trimet to prioritize the local service areas; make process transparent; and educate how they can get input on proces of trimet. 5. At the tpac presentation it wasn’t clear what the scope of the n. Clackamas focus area is. S. Corridor direction. – taken care of that point. Kenmener; need to look at sunnyside ADD THAT REFERENCE: and the completion of sunnyside road....6. recognition of the role of the lift service that it provides to the reigon and that the effect of trimets budget. Can we get more service on a fixed route for reduced cost. SUSIE Lahsene: is there a financial analysis of the investment plan; a cost iestimate: Clark: letter addresses: Susie: didn’t get a sense of hwat it costs. Clark: driven by what resources we have available. : REX: asking for a clear presentation noting revenue and costs. SAM: other neede
Consider what the priority emphasis should be in the next MtIP cycle. SAM: evaluating what local govs are doing Models of delivering service Sunyside Cost vs revenues; SAM: love to have from tpac a sense of potential transit uses vs actual transit usage; great if we could measure if transit efforts are working; we don’t measure that. Made investment in N. Pdl w/ yellow line; know ppl live in area; capacity lefts the total transit experience; what gets the rider to use the service; what stands in the way for a greater utilization. What stands in the way to maximize our way;

SEND IN SURVEY: needs more information

Last resolution: Bistate acted last time: action taken from bistate committee through vote; Just see

MPO Consortium; met three times the consensus is that it is useful; smaller mpos YELLOW> Appreciate smaller mpos RESOLUTION. Adopt bylaws; missiong resolve:
two mbrs of mpo to represent the mop on concortion; that burkholder and park alternate and a third resolve apptn a nother person from this group sam adams, martha schrader; clackamas cnty; jim; Add: third resolve. Recommended that Sam be on other delegate and Rex will call sam or jim as the alternate. Kennembben: mark is his alternate here. Made sense to have Martha as alternate; Roy would like to see county commissioner. Lynn: where did the volunteers came from? ROY: under item 2staffreport: that the consortium has mbrs don't see that memorialzie other than in the resolve; not in the bylaws, under delegates are responsible to consult with JPATT; bylaws are for everyone; say that the mebr shall serve as the liason. Bylaws are generalized; the resolution should address the background in the staff report. ANDY: we will included a resolve that includes that resoposibility. Roy: these folks sould consult with JPACT and would like to see it in th resolution. Do we need to name names in the resolution? We should say metro and jpa ct would; REX; we have to name ppl and you have to pass another resolution to name. Susie: staff report focuses on JPACT and yet our alternates are on MPAC so do we want to say jpa ct/mpac. Rex; they are open meetings but they want official representatives. Peterson: likes theidea to have Schraeder; REX: like toadd a resolve that reflects language in staff report reporting and consulting to jpa ct on key issues.

All in favor adoption resolution; all approve. MOTION.

KLOSTER: Green: amendment to the UPWP to reflect FHWA awarding grant to expand the structure of the ITS program; ramp meters system and cameras. Orgionall the concept focused on traffice, now we track busses; concept to set a new plan adopte din the 90’s. to make all of the providers more cohesive. All improvements are incremental at intersections; firm commitment of partenrs and to allow officials to manage the system to work with each other; Grant would establish a position here at metro; a transport subcommittee 200k, would come to jpa ct to report with actigvities;a sked to endorse final procut. MATT: completely suuport/ embrace oppty of all Move Mat G. Susie Lahsen Seconded; unanimously passed.

Adjourned at 9: 05am
OREGON
INNOVATIVE PARTNERSHIPS
PROGRAM

Presentation to the
Joint Policy Advisory Committee on Transportation
May 12, 2005

James Whitty
Office of Innovative Partnerships
& Alternative Funding
Creation of the Partnership Program in Oregon

2001 Legislature directed ODOT to explore public-private partnerships
Innovative Finance Advisory Committee (IFAC)
IFAC report basis for SB 772
Unique Legislation Provides Exceptional Opportunities

Only Projects that meet the goals of the legislation will be executed through OIPP; OTO must designate

- Increase Project Delivery Speed
- Promote Innovative Project Development
- Access new Revenues and Financing Opportunities
Tools Available under OIPP

- Receive Solicited and Unsolicited Proposals
- Contracting at the Conceptual Stage
- Qualifications-based / A Best Value Approach
- Protects Proprietary Information
- Consultation with Local Government Entities
- Evaluation of Proposals
"Transportation project" means "any proposed or existing undertaking that facilitates any mode of transportation in this state."

Roads, Bridges, Rail, Ports, Telecommunications, Transmissions, anything that facilitates transport of people, services, information
Progress to Date

- Innovative Partnerships Law Enacted – August 26, 2003
- Administrative Rules Adopted – August 26, 2004
- Identification of Potential Projects – September 2004
- Industry Comment on Projects – October 2004
- Project Screening – November 2005
- Director Recommendation – December 2005
- OIPP Consulting Team Assembled – Sept ‘04 to Jan ‘05
- Commission Approval to Solicit – January 20, 2005
- RFP Released for 3 Highway Projects – April 29, 2005
The Sunrise Project
South I-205 Corridor Improvements
Newberg-Dundee
Maintenance Facilities (Statewide)
The Railroad Bottleneck
Industry responses to RFI indicate that the Sunrise project has significant potential to accelerate delivery and provide innovative financing approaches and would benefit from early private participation in development of financing plan through a pre-development agreement for a PPP:

“This project may be feasible ... an investment-grade traffic and revenue study will answer the toll funding study ... We believe this project may benefit from the formation of a highway taxing district and/or authority to level developer highway impact fees.”

“This project is driven by the fast urban development of Clackamas Co...significant opportunities to finance may include developer fees along the corridor and inclusion of light rail in the median.”
Industry responses to RFI indicate that South I-205 project may have significant potential to accelerate delivery and provide innovative financing approaches through a PPP:

“(This) project has, on the surface, a number of characteristics that may contribute to an effective PPP…its use of existing ROW should keep the environmental and permitting effort within manageable bounds …”

“It may be possible to develop … improvements such as premium toll lanes that have a fee structure built on congestion pricing … as an alternative, additional lanes could be dedicated to freight traffic.”

“This project appears feasible for an HOT lane operation … Busses and vehicles with 3 or more could be allowed onto the HOT lanes at no cost …”
The Newberg-Dundee project received the most industry responses to the OIPP RFI indicating a high potential to accelerate delivery and provide innovative financing approaches through early private participation in development of financing plan for a PPP:

- "Our interest assumes that the design build execution would be within the PPP scope and the land use appeal is resolved favorably ... it is early enough in the life of the project that considerable value might be added through the early engagement of a private partner."

- "... completion of the EIS should be well along prior to considering this project as a viable user fee-based toll facility. (We) remain very interested in this project as a PPP candidate as it progresses."

- "... since it is a new road, will create new traffic patterns and will create substantial time travel savings, it may be possible to include ... a toll structure into a PPP."

- "This project appears feasible as a through-traffic toll facility ... Local-resident vehicles could obtain a free or discounted transponder (for) electronically tolled "fast lanes"."
Selection based on qualifications, project understanding and approach and proposed compensation arrangement

Financial resources contributed from both sides

Environmental and planning processes unchanged

Private partners support but not control NEPA process and undertake activities to speed up delivery allows concurrent rather than sequential work tasks:

- Funding and financing plans
- Public and political consensus building
- Design innovation and project staging
- Optimizing transportation solutions
- Establishment of necessary districts or authorities

If successful, ODOT and Private Partner negotiation for subsequent agreement(s)
Oregon Department of Transportation

91 Years Connecting Communities and Business

OIPP Solicitation Timeline

Fall 2004
RFI and Screening Committee Review

12/2/04
Development Industry Workshop

1/10/05
Director's Recommendation Finalized

1/20/05
Oregon Transportation Commission (OTC) Approval To Solicit

4/29/05
OIPP RFP Issued

8/29/05
Responses Received and Evaluated

Fall 2005
OTC Approval to Negotiate Pre-Development Agreement

Winter 2005
OTC Approves Negotiated Agreement

Late 2005
Public/Private Partnerships Commences Work On Pre-Development Workplan
OIPP

http://www.oregon.gov/ODOT/HWY/OIPP/
Transit Investment Plan
2005 Update

TriMet Services

<table>
<thead>
<tr>
<th></th>
<th>Bus Service</th>
<th>LIFT</th>
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<tbody>
<tr>
<td></td>
<td>MAX</td>
<td>Frequent Service</td>
</tr>
<tr>
<td>Routes</td>
<td>3</td>
<td>16</td>
</tr>
<tr>
<td>Vehicles in</td>
<td>82</td>
<td>204</td>
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<tr>
<td>Peak Service</td>
<td></td>
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<tr>
<td>Weekday</td>
<td>96,800</td>
<td>114,000</td>
</tr>
<tr>
<td>Boardings</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

March 2005 data
Ridership Growth

TriMet Data
Jul 2004

Growth Rates 1993-2003

TriMet Data
Dec 2004
Annual Transit Rides per Capita

Builds on the RTP
Five years plus
Total Transit System
Expansion priorities
Requires partnerships
TIP Priorities

1. Build the Total Transit System
2. Expand high capacity transit
3. Expand Frequent Service
4. Improve local service

1. The Total Transit System

Service
- Frequent
- Reliable

Access
- Pedestrians, Cyclists
- Park & Riders
- Mobility Challenged

Amenities
- Pavement / Shelters
- New Vehicles

Customer Information
Total Transit System
Latest Projects

- Transit Tracker with 503-238-RIDE
- Automated Stop Announcements
- Transit priority treatments (signal priority, intersection design, etc)
- Coordinated local investments (safe crossings, sidewalks, etc)
- Park-and-ride
- Bus and high capacity shelters

New Shelters and Crossings
FY04 to FY09 MTIP
Total Transit Partnership
Line 57 – TV Highway / Forest Grove

- New Frequent Service line
- Low-floor, air-conditioned buses
- More shelters with solar-powered lighting
- New signs with schedules and maps at every stop
- Fewer stops for faster service
- More sidewalks and safe crossings to improve access

2. High Capacity Transit
In Progress

Washington County Commuter Rail
Awaiting Full Funding Grant Agreement

South Corridor - I-205/ Portland Mall
Awaiting permission to enter final design

Portland Streetcar
Extension to Gibbs is next
TRI-MET

High Capacity Transit
Concurrent Next Projects

- South Corridor: Phase 2 DEIS
  - LRT: Portland to Milwaukie
  - Bus service buildup: Milwaukie to Oregon City
- Portland-to-Lake Oswego Alternatives Analysis
- Eastside Streetcar Alternatives Analysis
- Columbia River Crossing Project
### 3. Frequent Service

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>1999</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
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<tbody>
<tr>
<td>Lines</td>
<td>4</td>
<td>9</td>
<td>9</td>
<td>14</td>
<td>14</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>Weekly Ridership</td>
<td>210,190</td>
<td>396,050</td>
<td>413,880</td>
<td>568,910</td>
<td>565,630</td>
<td>808,620</td>
<td>NA</td>
</tr>
<tr>
<td>Ridership percentage</td>
<td>18%</td>
<td>34%</td>
<td>34%</td>
<td>47%</td>
<td>47%</td>
<td>50%</td>
<td>NA</td>
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</table>

### Frequent Service Expansion
**FY 2006 – FY 2011**

<table>
<thead>
<tr>
<th>Type</th>
<th>Line</th>
<th>From</th>
<th>To</th>
<th>New Weekly Vehicle Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Frequent Service</td>
<td>76 – Beaverton / Tualatin</td>
<td>Beaverton TC</td>
<td>Tualatin</td>
<td>410</td>
</tr>
<tr>
<td>AM / PM expansion</td>
<td>31 – King Road</td>
<td>Milwaukee TC</td>
<td>Clackamas TC</td>
<td>265</td>
</tr>
<tr>
<td>9 – Powell</td>
<td>Portland Mall</td>
<td>I-205</td>
<td></td>
<td>107</td>
</tr>
<tr>
<td>4 – Division</td>
<td>Portland Mall</td>
<td>Gresham TC</td>
<td></td>
<td>56</td>
</tr>
<tr>
<td>8 – Jackson Park</td>
<td>Portland Mall</td>
<td>Marquam Hill</td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>15 – Belmont</td>
<td>Portland Mall</td>
<td>Parkrose TC</td>
<td></td>
<td>57</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>523</td>
</tr>
</tbody>
</table>
4. Local Areas

Focus service and capital investments in targeted communities
Coordinate local and feeder service with high capacity transit
Leverage local transit supportive projects
Local Areas

- Gresham
- Tigard / Tualatin / Lake Oswego
- Hillsboro
- South Waterfront
- North Clackamas

RTP / TIP Long Range Planning

Transit Service for New Cities
  Damascus / Boring

Corridors
  Foster / Powell Phase 1
  Potential system extensions
  Potential Bus Rapid Transit applications

Special Studies
  Elderly and Disabled Transportation and Land Use Study

RTP Update
The TIP will be available at trimet.org
May 25, 2005

E-mail tip@trimet.org for a printed copy
May 12, 2005

TriMet Board of Directors
4012 SE 17th Avenue
Portland, OR 97202

Dear Board President Passadore and Directors:

The Joint Policy Advisory Committee on Transportation (JPACT) has received a briefing on TriMet's 2005 Transit Investment Plan. This plan summarizes the five-year priorities for investment in the transit system, consistent with the Regional Transportation Plan.

JPACT appreciates the efforts of TriMet to communicate its short-term plan for priority investments and for the opportunity to comment on these plans. The plan clearly outlines the competing opportunities for limited transit resources. Based on this information, JPACT offers the following comments for TriMet Board consideration.

1. Provide further analysis of the TriMet TIPs progress toward implementing the Regional Transportation Plan.

JPACT would appreciate further analysis and discussion concerning the following TIP-related topics in the near future:

- a budget summary of revenue sources and operations and capital expenditures
- a financial needs analysis to implement the RTP Financially Constrained and Priority systems (implementation of service hours, ridership and capital improvements)

2. Use the TriMet TIP and the analysis above to guide discussion of programming of funds in the Metropolitan Transportation Improvement Program (MTIP).

The Metropolitan Transportation Improvement Program programs all federal transportation funds in the region and documents the criteria and process used by JPACT and the Metro Council for prioritizing projects and programs to implement the regional transportation plan. The TriMet TIP should inform the JPACT and Metro Council deliberation on how to program federal transportation funds by demonstrating what transit services can be implemented at different levels of federal revenue investment in the transit system.

This information would be used by JPACT and the Metro Council to prioritize transportation projects for federal funding in the next MTIP cycle and to measure progress in implementing the Regional Transportation Plan.
3. Perform an analysis of the region's long-term high capacity transit system.

The 2005 TriMet TIP identifies several high capacity transit projects in the region. TriMet should work with Metro to develop a high capacity transit master-planning effort to prioritize and implement the next phases of this system.

4. Clarify description of process to identify and prioritize local service issues.

While TriMet staff performed extensive outreach as part of the development of the Transit Investment Plan to citizens and local transportation agencies, it is not clear how this outreach, or other communication to TriMet staff, translated into the identification and prioritization of the areas identified as local service focus areas. Please clarify how TriMet receives input on local service issues and how those communications may effect the selection of local service focus areas to address local service issues.

5. Clarify the scope of the North Clackamas focus area work.

One local focus area identified in the Transit Investment Plan is the North Clackamas area. Please clarify the plan language to address the relationship of this effort to the locally preferred alternative of the South Corridor process, the start-up of I-205 light rail service and the results of the Damascus/Boring concept planning effort.

6. Update JPACT on implementation of the Elderly and Disabled Transportation Plan

JPACT shares TriMet's concerns about effective service to the elderly and disabled community as well as the rising costs associated with TriMet's LIFT service. A briefing on these issues, the Elderly/Disabled Land Use Study, the State's competitive grant program for these services, and summary of TriMet's strategy for coordinating these services with other service providers in the region would be appreciated.

Again, thank you for considering these comments on the Transit Investment Plan. We look forward to continuing our cooperative working relationship to ensure the region receives the most efficient and effective comprehensive transportation system possible with available resources.

Sincerely,

Rod Baric
JPACT Chair
Metro 
Transportation 
Improvement 
Program 

2004 
Project 
Obligation 
Report 

April 29, 2005
Metropolitan Transportation Improvement Program

The 2004 Obligation Report for the Metropolitan Transportation Improvement Program lists the Metro area projects for which Federal funds have been obligated. Publication of this report fulfills Metro’s obligations as the Portland area metropolitan planning organization to federal regulations (23 USC 134(h)(7)(B); 49 USC 5303(c)(5)(B)). Reporting on project obligations in odd numbered years is integrated into the biennial Metropolitan Transportation Improvement Program report.

The report is organized by the type of federal funding obligated: Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Enhancements (TE), and High Priority Projects (HPP). Projects prioritized for federal funding must be in a federally approved Regional Transportation Plan, prioritized through a federally certified planning process, and programmed in the region’s four-year Metropolitan Transportation Improvement Program (MTIP). Programming in the MTIP is based on a forecast of revenues expected to be available through annual appropriations and apportionments. As funding becomes available through federal appropriations each federal fiscal year, projects are selected for funding based on the project programming for that year within the MTIP, the actual revenues made available, and project readiness to proceed. Based on these factors, some projects may slip to future years and some projects programmed for future years in the MTIP may be selected to advance up to the current fiscal year.

Obligation of funds occurs when the Federal Highway Administration approves a project to enter a project phase based on documentation of meeting federal requirements to enter that phase. Funds for preliminary engineering and right-of-way phases of project work are obligated after federal highway approves the environmental assessment of the projects potential impacts. Funds for construction are obligated after federal highway administration approves the Project Specifications and Engineering documentation. STP and CMAQ funds, which are administered by the Federal Highway Administration may be “flexed” to transit projects or planning activities under certain conditions. These funds are considered obligated when Federal Highway approves transfer of the administration of these funds to the Federal Transit Administration or when approved for planning in the Unified Planning Work Program. Accounts are then established for reimbursement of eligible project expenses.

Following are the projects that obligated in Federal Fiscal Year 2004 in the Portland metropolitan area.
## Annual Obligation Report
### Federal Fiscal Year 2004
#### October 1, 2003 through September 30, 2004

### Regional STP Funds

<table>
<thead>
<tr>
<th>ODOT Key#</th>
<th>Metro ID#</th>
<th>Project</th>
<th>Amount</th>
<th>Date</th>
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<tbody>
<tr>
<td>10010</td>
<td>399</td>
<td>TriMet/Preventive Maintenance</td>
<td>-$251,569</td>
<td>31-Oct-03</td>
</tr>
<tr>
<td>11435</td>
<td>1041</td>
<td>SW Nyberg Rd @ I-5</td>
<td>$2,097,856</td>
<td>31-Oct-03</td>
</tr>
<tr>
<td>12480</td>
<td>1191</td>
<td>Washington County Sidewalk Project</td>
<td>$107,675</td>
<td>31-Oct-03</td>
</tr>
<tr>
<td>8815</td>
<td>112</td>
<td>Lombard Railroad Overcrossing (Rev.)</td>
<td>$600,000</td>
<td>30-Nov-03</td>
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<tr>
<td>11443</td>
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<td>Willamette PK-Otseon (Rod Electric Line Study)</td>
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<td>30-Nov-03</td>
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<tr>
<td>12180</td>
<td>399</td>
<td>FTA Transfer #1 Preventative Maintenance</td>
<td>$6,000,000</td>
<td>30-Nov-03</td>
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<tr>
<td>8815</td>
<td>112</td>
<td>Lombard Railroad Overcrossing (Rev)</td>
<td>$94,216</td>
<td>31-Dec-03</td>
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<td>112</td>
<td>Lombard Railroad Overcrossing (Rev)</td>
<td>-$94,216</td>
<td>31-Dec-03</td>
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<tr>
<td>13293</td>
<td>1087</td>
<td>Sunrise/Damascus Area Planning</td>
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<tr>
<td>12454</td>
<td>721</td>
<td>Sunrise Corridor EIS</td>
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<tr>
<td>12481</td>
<td>1088</td>
<td>NE Weldler - SE Washington St</td>
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<td>10027</td>
<td>150</td>
<td>Lovejoy Ramp Replacement Unit 2 (Port.)</td>
<td>$103,527</td>
<td>31-Mar-04</td>
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<tr>
<td>12477</td>
<td>1192</td>
<td>Molalla Ave. Sidewalk Infill Phase 2 (Oregon City)</td>
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<tr>
<td>13459</td>
<td>1095</td>
<td>US26: Cornel-Murray And Murray-OR217</td>
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<td>12180</td>
<td>399</td>
<td>FTA Transfer #2 Preventative Maintenance</td>
<td>$3,750,000</td>
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<tr>
<td>11432</td>
<td>1036</td>
<td>Advanced Traffic Mgmt Sys. Integration</td>
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<td>10027</td>
<td>150</td>
<td>Lovejoy Ramp Replacement Unit 2 (Port.)</td>
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<td>12395</td>
<td>1084</td>
<td>Sunnyside Rd (Phase 2) 122nd To 152nd Widening</td>
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<td>31-May-04</td>
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<tr>
<td>12451</td>
<td>1085</td>
<td>Sunnyside Rd (Ph. 3) 152nd - 172nd Widening</td>
<td>-$408,134</td>
<td>31-May-04</td>
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<td>12180</td>
<td>399</td>
<td>FTA Transfer #6 - FY04 STP Preventative Maintenance</td>
<td>$4,255,319</td>
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<tr>
<td>11435</td>
<td>1041</td>
<td>SW Nyberg Rd. @ I-5</td>
<td>-$17,610</td>
<td>31-Jul-04</td>
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<tr>
<td>12451</td>
<td>1065</td>
<td>Sunnyside Rd (Ph. 3) 152nd - 172nd Widening</td>
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<td>31-Jul-04</td>
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<tr>
<td>8815</td>
<td>112</td>
<td>North Lombard Railroad Overcrossing</td>
<td>$197,276</td>
<td>31-Aug-04</td>
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<tr>
<td>12454</td>
<td>721</td>
<td>Sunrise Corridor EIS</td>
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<td>31-Aug-04</td>
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<tr>
<td>12465</td>
<td>126</td>
<td>Metro Core Planning</td>
<td>$745,000</td>
<td>30-Jun-04</td>
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<tr>
<td>12455</td>
<td>126</td>
<td>Regional Freight Program</td>
<td>$150,000</td>
<td>30-Jun-04</td>
</tr>
<tr>
<td>12495</td>
<td>126</td>
<td>RTP Corridor Project (Powell/Foster)</td>
<td>$300,000</td>
<td>30-Jun-04</td>
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</tbody>
</table>

Regional STP Funds **$21,284,594**

### Regional CMAQ Funds

<table>
<thead>
<tr>
<th>ODOT Key#</th>
<th>Metro ID#</th>
<th>Project</th>
<th>Amount</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>12178</td>
<td>908</td>
<td>FTA Transfer #1 Trans. Mgmt. Area Assistance</td>
<td>$125,000</td>
<td>30-Nov-03</td>
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<tr>
<td>12178</td>
<td>1025</td>
<td>FTA Transfer #1 Reg. 2040</td>
<td>$145,000</td>
<td>30-Nov-03</td>
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<tr>
<td>12464</td>
<td>154</td>
<td>FTA Transfer #1 Trans. Dev. Proj. Reserve</td>
<td>$2,050,330</td>
<td>30-Nov-03</td>
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<tr>
<td>11459</td>
<td>1019</td>
<td>Madrona Park - N Interstate Ave</td>
<td>$72,653</td>
<td>31-Dec-03</td>
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<tr>
<td>6341</td>
<td>639</td>
<td>Hall Blvd Bike Lanes: Ridgecrest-Cascade Bike Lanes (Bvtn)</td>
<td>$1,283</td>
<td>01-Feb-04</td>
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<tr>
<td>11425</td>
<td>1016</td>
<td>Division Street Boulevard: SE Wallula - SE Kelly (Gresham)</td>
<td>$173,302</td>
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<td>11459</td>
<td>1019</td>
<td>Madrona Park - N Interstate Ave</td>
<td>$4,255</td>
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<tr>
<td>10032</td>
<td>648</td>
<td>Gresham/Mult. Co Interconnect, Ph 2</td>
<td>$12,345</td>
<td>31-May-04</td>
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<tr>
<td>12450</td>
<td>1086</td>
<td>FTA Transfer #4 Smart Transit Center Park And Ride</td>
<td>$1,085,733</td>
<td>30-Jun-04</td>
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Regional CMAQ Funds **$21,284,594**
### HPP (High Priority Project) Funds

<table>
<thead>
<tr>
<th>ODOT Key#</th>
<th>Metro ID#</th>
<th>Project Description</th>
<th>Amount</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>11065</td>
<td>1053</td>
<td>Willamette River (Broadway) Bridge #06757 (Ph 1)</td>
<td>-$32,000</td>
<td>31-Oct-03</td>
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<tr>
<td>11065</td>
<td>1053</td>
<td>Broadway Bridge, Phase 1 (Portland)</td>
<td>-$223,532</td>
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<tr>
<td>11067</td>
<td>1053</td>
<td>Willamette River (Broadway) Br. #06757 (Ph 3)</td>
<td>$223,532</td>
<td>31-Oct-03</td>
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<tr>
<td>8815</td>
<td>112</td>
<td>North Lombard Railroad Overcrossing</td>
<td>-$543,875</td>
<td>30-Nov-03</td>
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<tr>
<td>12493</td>
<td>1053</td>
<td>Willamette River (Broadway) Br. Ph 4,5,6 &amp; 7 (PDX)</td>
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<td>30-Nov-03</td>
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<tr>
<td>8815</td>
<td>112</td>
<td>North Lombard Railroad Overcrossing</td>
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<tr>
<td>8815</td>
<td>112</td>
<td>Lombard Railroad Overcrossing (Rev)</td>
<td>$64,000</td>
<td>31-Dec-03</td>
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<tr>
<td>11063</td>
<td>1059</td>
<td>Signal Priority Receiver Inst. Proj.</td>
<td>-$6,208</td>
<td>31-Jan-04</td>
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<tr>
<td>11065</td>
<td>1053</td>
<td>Broadway Bridge, Phase 1 (Portland)</td>
<td>$60,608</td>
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<tr>
<td>12108</td>
<td>721</td>
<td>East Pld Fwy-Rock Crk Junction (Sunrise Corridor)</td>
<td>-$307,129</td>
<td>31-Mar-04</td>
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<tr>
<td>12493</td>
<td>1053</td>
<td>Willamette River (Broadway) Br. Ph 4,5,6 &amp; 7 (PDX)</td>
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<td>31-May-04</td>
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<tr>
<td>8815</td>
<td>112</td>
<td>North Lombard Railroad Overcrossing</td>
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**HPP (High Priority Project) Funds** $-313,338

### Transit Enhancement Funds

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<tr>
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<th>Metro ID#</th>
<th>Project Description</th>
<th>Amount</th>
<th>Date</th>
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<tbody>
<tr>
<td>12295</td>
<td>1119</td>
<td>I-205 Multi-Use Path O-Xing Powell Blvd (Portland)</td>
<td>$32,015</td>
<td>31-Oct-03</td>
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<tr>
<td>11454</td>
<td>1065</td>
<td>SE Fuller Road: King Rd. - Harmony Rd.</td>
<td>$500,000</td>
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<tr>
<td>11454</td>
<td>1065</td>
<td>SE Fuller Road: King Rd. - Harmony Rd.</td>
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<tr>
<td>11454</td>
<td>1065</td>
<td>SE Fuller Road: King Rd. - Harmony Rd.</td>
<td>-$14,471</td>
<td>30-Apr-04</td>
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<tr>
<td>11456</td>
<td>1008</td>
<td>Eastbank Trail to Springwater Trail Connector: Three Bridges</td>
<td>$85,242</td>
<td>31-Jul-04</td>
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<tr>
<td>13281</td>
<td>1116</td>
<td>Union Station Facility Improvements</td>
<td>$81,653</td>
<td>31-Jul-04</td>
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<tr>
<td>11553</td>
<td>1063</td>
<td>US 30: NW 1126th-NW Br. St (Linnton GLWay Lndscp.)</td>
<td>$19,915</td>
<td>31-Aug-04</td>
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<td>11420</td>
<td>1006</td>
<td>102nd Avenue: NE Halsey - NW Burnsde</td>
<td>$388,530</td>
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<tr>
<td>11456</td>
<td>1008</td>
<td>OMSI - Springwater Trail Three Bridges</td>
<td>$3,405,916</td>
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**TE Funds** $4,513,272

### Other Transit Funds

<table>
<thead>
<tr>
<th>ODOT Key#</th>
<th>Metro ID#</th>
<th>Project Description</th>
<th>Amount</th>
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<tr>
<td>12465</td>
<td>1017</td>
<td>Interstate MAX (5309 NS)</td>
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<tr>
<td>12473</td>
<td>386</td>
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<td>12475</td>
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<td>I-205 MAX Extension (5309)</td>
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<td>12471</td>
<td>399</td>
<td>Bus Preventive Maintenance (5307)</td>
<td>$15,308,872</td>
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<td>12473</td>
<td>386</td>
<td>Preventive Maintenance (5309)</td>
<td>$696,862</td>
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<td>13473</td>
<td>1099</td>
<td>Welfare to Work Program (3037)</td>
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<td>12471</td>
<td>399</td>
<td>Bus Preventive Maintenance (5307)</td>
<td>$8,189,248</td>
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**Regional CMAQ Funds** $7,374,250
<table>
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<tr>
<th>Code</th>
<th>Proposal</th>
<th>Project Description</th>
<th>Obligations</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>12455</td>
<td>1017</td>
<td>Interstate MAX (5309 NS)</td>
<td>$37,186,009</td>
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<tr>
<td>13472</td>
<td>154</td>
<td>Bus Purchase (5309)</td>
<td>$631,068</td>
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<tr>
<td>12473</td>
<td>388</td>
<td>Preventive Maintenance (5309)</td>
<td>$1,045,293</td>
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<td>12514/15</td>
<td>1045</td>
<td>Wilsonville to Beaverton Commuter Rail (5309 NS)</td>
<td>$5,657,537</td>
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<tr>
<td>13473</td>
<td>1099</td>
<td>Welfare to Work Program (3037)</td>
<td>$206,512</td>
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</table>

Other Transit Funds $113,653,476

2004 MPO Obligations (All Funds) $146,512,254
WHEREAS, metropolitan transportation planning is required by federal regulation in urban areas of greater than 50,000 residents; and

WHEREAS, whereas federal statute recognizes Metropolitan Planning Organizations (MPOs) as the designated body to conduct such planning within urban areas that meet the federal threshold; and

WHEREAS, Oregon has six designated metropolitan areas where MPOs conduct regional transportation planning, including the Portland metropolitan region, the Eugene-Springfield region, the Salem-Keizer region, the Rogue Valley area, the Corvallis area and the Bend area; and

WHEREAS, these MPOs have common transportation needs and interests that span their jurisdictions, independent of relative differences in size and location; and

WHEREAS, the Oregon MPOs can benefit from a coordinated approach to meeting their common needs and interests; and

WHEREAS, the Oregon MPOs have conducted three exploratory meetings to determine the scope of common interests and purposes and benefits of a coordinated effort; and

WHEREAS, the MPO board participants at these exploratory meetings have proposed that an Oregon MPO Consortium be formalized to continue this level of coordination; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse the formation of the Oregon MPO Consortium, including:

1. Operation according to the bylaws contained in Exhibit “A”; and
2. Representation of Metro and JPACT by Councilor Rex Burkholder and alternate representation, respectively, by Councilor Rod Park.

ADOPTED by the Metro Council this ________ day of ______________, 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution No. 05-3586
EXHIBIT ‘A’

Oregon MPO Consortium (OMPOC)

BYLAWS

ARTICLE I

This committee body shall be known as the Oregon MPO Consortium (OMPOC).

ARTICLE II

MISSION

It is the mission of OMPOC to work in partnership to advance interests common to Oregon’s designated Metropolitan Planning Organizations (MPOs) on matters of statewide significance.

ARTICLE III

PURPOSE

Section 1. The purpose of OMPOC is as follows:

a. To provide a forum for Oregon’s MPOs to address common needs, issues and solutions to transportation and land use challenges facing Oregon’s metropolitan areas and surrounding areas.

b. To provide recommendations for individual action by Oregon MPOs on issues of common interest.

c. To advocate for Oregon MPO policy, regulatory and funding interests at the state and federal level.

Section 2. In accordance with these purposes, the principal duties of OMPOC are as follows:

a. Meet quarterly, or as needed, to conduct OMPOC business.

b. Develop an annual work plan to guide OMPOC discussions.

c. Periodically adopt OMPOC positions on common policy, regulatory or funding issues such as federal planning requirements, state rulemaking and state legislation.

d. Participate in cooperative regional organizations as advocates for common Oregon MPO interests.

e. Discuss emerging trends and policy options and practices for addressing common MPO issues in Oregon metropolitan regions and surrounding areas.
ARTICLE IV
CONSORTIUM MEMBERSHIP

Section 1. Membership.

a. The Consortium will be made up of representatives from Oregon's designated MPOs.

b. Each MPO will appoint two voting representatives to participate in each meeting of the Consortium.

c. Alternates may be appointed to serve in a voting capacity in the absence of the regular members; alternates may attend and participate in all OMPOC discussions and deliberations.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the designated Oregon MPOs shall be current voting members of the respective MPO policy boards.

b. Voting at Consortium meetings is limited to elected and appointed officials of respective MPO policy boards.

c. MPO staff and MPO member-agency staff are not eligible for appointment as members or alternates to OMPOC.

d. MPO Directors shall serve as non-voting ex-officio members of the Consortium.

e. Members shall serve as liaisons to their respective MPO boards and be responsible for communication between the Consortium and their boards.

ARTICLE V
MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of OMPOC will be held at least annually at a time and place established by the committee at the prior meeting. A meeting host will be specified for each meeting. Additional or emergency meetings may be called by the Chair or a majority of the membership. An annual meeting schedule will be established as part of developing the annual work plan.

b. A majority of the voting members (or designated alternates) of OMPOC shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the OMPOC. No formal committee actions may be taken in the absence of a quorum.

c. Subcommittees to develop recommendations for OMPOC may be appointed by the Chair in consultation with the Consortium on purpose, composition and duration. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittees may include OMPOC members, alternates, other Oregon MPO board members and/or outside experts and MPO staff.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.
e. OMPOC may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the CommitteeConsortium. In the absence of the member, the alternate shall be entitled to one (1) vote.

h. The CommitteeConsortium shall follow Oregon public meeting law and make its meeting summaries, reports and findings available to the public.

i. Meeting hosts shall provide staff, as necessary, to record the actions of OMPOC and to handle CommitteeConsortium business, correspondence and public information related to hosted meetings.

ARTICLE VI
OFFICERS AND DUTIES

a. The chair Chair and vice-chairperson Vice-Chair of OMPOC shall be elected by the membership for one calendar year of service. Elections for chair Chair positions shall be conducted at the first meeting of a calendar year.

b. The chair Chair shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the CommitteeConsortium's business.

c. The chair Chair shall convene a pre-meeting teleconference to establish the agenda for OMPOC meetings in consultation with Consortium members.

d. In the absence of the chair Chair, the vice-chair Vice-Chair shall assume the duties of the chairpersonChair.

ARTICLE VII
ROLE OF MPO STAFF

a. Oregon MPO Directors and Program Managers shall constitute the Technical Advisory Committee (TAC) to OMPOC. The Consortium will take into consideration the alternatives and recommendations of the TAC in the conduct of its business.

b. Oregon MPO staff shall serve as staff to OMPOC, as needed, to provide necessary support for CommitteeConsortium activities.

ARTICLE VIII
AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of OMPOC.

b. Written notice, including proposed changes, must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal bylaws.

Oregon MPO Consortium Bylaws
March 3, 2005
IN CONSIDERATION OF RESOLUTION NO. 05-3586, FOR THE PURPOSE OF ENDORSING THE FORMATION OF THE OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM (OMPOC)

Date: April 29, 2005  Prepared by: Tom Kloster

BACKGROUND

The attached resolution and exhibit contain proposed bylaws for the Oregon MPO Consortium, a new alliance of Oregon’s six Metropolitan Planning Organizations. The Consortium has convened three “summits” since June 2004, and is now prepared to formalize the organization. The attached bylaws would establish operating requirements for the group and processes for communication between the Consortium and member MPOs.

The bylaws call for each MPO to designate two Consortium members and two alternates. JPACT will be asked to nominate delegates at their May meeting in conjunction with review of the proposed bylaws. Metro will recommend that the delegates include one Metro Council representative and one local government representative, with each selecting an alternate. Under the bylaws, the delegates are responsible for reporting to JPACT on Consortium matters, and consulting with JPACT on key issues before adopting a position with the Consortium.

Comments on the bylaws will be forwarded to the Consortium for consideration at their May 26, 2005 meeting in Salem. At their March meeting, the Consortium reviewed the draft bylaws, and are expected to approve them with amendments at the May meeting.

Metro will host an Oregon MPO Consortium website where meeting notices, summaries and background documents on Consortium activities will be posted. The website is expected to be online this Spring.

ANALYSIS/INFORMATION

1. Known Opposition  There is no known opposition.

2. Legal Antecedents

2. Anticipated Effects  The proposed Oregon MPO Consortium is expected to improve Metro’s presence on legislative and regulatory matters at the state level by building alliances with the other six MPOs.

3. Budget Impacts  Metro has proposed to maintain a modest web presence for the Oregon MPO Consortium that will reside on Metro’s existing web server and require minimal maintenance.

RECOMMENDED ACTION

Approval of Resolution No. 05-XXXX, for the purpose of endorsing the formation of the Oregon MPO Consortium, and appointing Metro Council and JPACT delegates to the new organization.
BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE RESOLUTION NO. 05-3582
UNIFIED PLANNING WORK PROGRAM
TO INCLUDE THE DEVELOPMENT OF Introduced by: Councilor Rex Burkholder
A REGIONAL CONCEPT FOR
TRANSPORTATION OPERATIONS

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) initiated federal support for deployment of Intelligent Transportation System (ITS) technology throughout the nation to harness computer and digital communication technology to the improvement of surface transportation; and

WHEREAS, this federal ITS initiative was retained in the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, the Metro region was the recipient of an ITS early deployment grant that produced a 20-year plan (the Portland Regionwide Advanced Traffic Management System Plan, DKS, 1993) for deployment of traffic management technology throughout the region (hereafter, the ITS Plan); and

WHEREAS, the ITS Plan addresses freeway management, including ramp metering, incident detection systems, emergency dispatch and response systems (COMET Vehicles), driver communication systems and data archiving; and

WHEREAS, the ITS Plan addresses arterial surface street management, including signal system coordination, video monitoring, electronic message signs, emergency and transit vehicle signal preemption and data archiving; and

WHEREAS, the ITS Plan addresses transit system management, including computer aided vehicle tracking and dispatch, smart bus technology, on-board security systems, real-time transit-traveler information and data archive and analysis capabilities; and

WHEREAS, sub-regional implementation plans have been developed cooperatively by the Oregon Department of Transportation (ODOT), the City of Gresham, Multnomah County, the City of Portland, the City of Vancouver and Clark County Washington and additional sub-regional plans are being developed with regional funds for Clackamas and Washington Counties; and

WHEREAS, TriMet and C-TRAN and the Port of Portland have, or are preparing equivalent sub-regional ITS plans addressing transit, freight and airport access operations that expand the initial regional emphasis on use of ITS technology for traffic operations to the broader issues of multi-modal transportation systems management; and

WHEREAS, the TRANSPORT Subcommittee of TPAC has overseen development of a federally mandated Regional ITS Architecture to assure system and component level compatibility of multi-agency, multimodal ITS field devices, communications networks and computer hardware and software technologies; and

WHEREAS, the TRANSPORT Subcommittee has identified the need to improve coordination among ITS providers and update the regional strategy for a comprehensive approach to ITS;
WHEREAS, Metro and the City of Portland, on behalf of the TRANSPORT Committee has secured federal funding for the development of a Regional Concept for Transportation Operations; now, therefore

BE IT RESOLVED by the Metro Council;

1. The Unified Planning Work Program be amended to direct Metro and the City of Portland to develop a Regional Concept for Transportation Operations that strengthens and guides regional transportation operations collaboration and coordination.

2. That the Regional Concept for Transportation Operations presents an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,

3. That the Regional Concept for Transportation Operations garners commitment from agencies and jurisdictions for a common regional approach to transportation management and operations, and

4. That the Regional Concept for Transportation Operations provides an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing coherent operations strategy for consideration in the planning process.

5. That the TRANSPORT Subcommittee oversee development of the Regional Concept for Transportation Operations, and that reports on the development of the concept be made to TPAC, JPACT and the Metro Council.

ADOPTED by the Metro Council this ___________ day of ______________________, 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney
The 2004 Federal Update to the RTP identified hundreds of needed improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic “hot spots.” The RTP is also largely unfunded, which means that congestion-relief projects may not proceed in a timely manner. The Regional Mobility Program seeks to monitor the ongoing effects of congestion on livability and the regional economy, the degree to which delayed improvements are compounding these effects, and develop multi-modal strategies for coping with the gap in needed improvements.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Regional Mobility Program encompasses federal mandates to maintain “congestion management” and “intelligent transportation” systems. These programs are largely incorporated into the RTP and include:

- **Inventory of Congestion Hot Spots**: Staff will work closely with TPAC, ODOT, the Port of Portland and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System.

- **Ranking of Congestion Hot Spots**: Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort.

- **Congestion Action Plan**: Working with JPACT and Metro Council, develop an action plan for implementing multi-modal congestion relief projects, including specific funding strategies for unfunded improvements. This work may be coordinated with a proposed regional transportation funding initiative in 2004.

- **Public Involvement**: All activities require early, ongoing and responsive public involvement techniques, consistent with Metro public involvement policies. Newly-developed procedures to address environmental justice issues will be applied to this effort.

The region’s intelligent transportation activities are further guided by the TRANSPORT Committee, a multi-agency group of system providers involved in implementing intelligent transportation (ITS) policy. In early 2005, the role of this group as a Subcommittee of TPAC was formalized. In 2005-06, TRANSPORT will oversee a major update to the region’s ITS program to incorporate a Regional Concept for Transportation Operations, a new tool for strengthening and guiding regional transportation operations collaboration and coordination. The Regional Concept for Transportation Operations will serve the following three key purposes:

- Presents an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,

- Garners commitment from agencies and jurisdictions for a common regional approach to transportation and management and operations, and

- Provides an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing coherent operations strategy for consideration in the planning process.
The ITS program enhancement is funded through a special grant from the Federal Highway Administration, and will be administered by Metro in partnership with the City of Portland and the TRANSPORT Committee.

The 2004 Triennial Review identified a number of improvements to the Regional Mobility Program that will be implemented in FY 2005-06 through improvements to the RTP and through activities at the TRANSPORT Committee.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives for FY 2005-06 include:

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system

- Develop criteria for ranking congestion hot spots. Prepare a ranked list of proposed congestion relief projects that improve movement of people and goods for review by JPACT and Metro Council

- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner

- Develop a Congestion Management System procedure manual defining data collection and publication requirements

- Develop a Regional Concept for Transportation Operations, a new tool for strengthening and guiding regional transportation operations collaboration and coordination.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The RTP Update was completed in August 2000 with two purposes: first, it had to meet requirements set forth in the state TPR. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognizes that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide “through-traffic” corridors and key-freight connections.
Regional Mobility Program – Congestion Management - ITS

The remaining congestion relief projects within the 2000 RTP were developed subject to congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel need.

In 2003, a Federal Update to the 2000 RTP was completed, with an expanded system of projects eligible for federal funding and new revenues identified for future improvements. However, the RTP is still substantially under-funded, despite new revenues.

BUDGET SUMMARY

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Full-Time Equivalent Staffing

| Regular Full-Time FTE     | 1.40          |
| TOTAL                    | 1.40          |
The purpose of this amendment is to enable the region to enhance existing transportation operations collaboration activities across numerous jurisdictions. This project will help demonstrate appropriate situations, conditions, and organizational approaches that can be applied to developing and using a Regional Concept for Transportation Operations. Metro will work with the City of Portland and the TRANSPORT Subcommittee of TPAC to observe and assess the process and organizational approaches needed to create and use the Regional Concept for Transportation Operations, and will help mainstream the Regional Concept for Transportation Operations into a regional transportation operations practice.

The Regional Concept for Transportation Operations will serve the following purposes:

- It presents an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,
- It garners commitment from agencies and jurisdictions for a common regional approach to transportation management and operations, and
- It provides an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing a coherent operations strategy for consideration in the planning process.

BACKGROUND

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) initiated a national commitment to develop and implement computer and communication technologies to improve efficiency of existing freeway, surface street (arterial) and transit systems. The Portland-area was awarded early deployment funding by the federal highway administration to prepare a comprehensive technology inventory and implementation plan called an Advanced Traffic Management System (ATMS) Plan. As the concept of computer aided travel management evolved, the term ATMS was replaced at the federal level with Intelligent Transportation Systems, or ITS.

The regional ITS Plan was completed by DKS Associates in October 1993 and reflected input of an interagency technical committee that included representatives of ODOT, Metro and most of the region's major operating agencies including the City of Portland, Tri-Met, the Port of Portland, the three counties and many of the other smaller cities in the region and the City of Vancouver, Clark County Washington and Washington DOT. This group continued to meet after completion of the ITS Plan and worked to implement Plan recommendations on a regionwide, bi-state, cooperative basis. Eventually, the ad-hoc committee adopted the name of TRANSPORT.

As sharing of operations data and communications infrastructure has expanded within the group of agencies that comprise TransPort, the group has evolved into the multi-modal ITS services coordinating body within the greater Portland-Vancouver metropolitan area. When the early deployment phase of the federal ITS initiative moved into its present emphasis on integration of modal infrastructure systems
(MDI grants), TransPort submitted successful applications for funding and has been cooperatively managing implementation of priority technology integration projects in the Portland-Vancouver region. In 2005, the committee’s role as the leader on ITS matters was formalized when the group was and was established as a subcommittee of TPAC.

The focus of ITS activity in Portland over the past ten years has largely been to install needed core field devices and communication systems and to perfect the computer hardware and software tools needed to integrate and optimize operation of the devices. These systems help operating agencies maintain field equipment more cheaply and minimize the severity of recurrent system congestion and to identify and rapidly respond to accidents. It is estimated that incidents, such as stalled cars and accidents, account for as much as 40 percent of typical freeway congestion. Similar events on surface streets also dramatically impact transit and freight operations. Early detection and response dramatically reduce delays attributable to such events and these are the strategies targeted by the ATMS Plan for earliest attention and sustained commitment of regional resources.

National standards have been developed to assure that ITS hardware and software tools produced by different manufactures will all be compatible. The concept is very similar to audio equipment, where the consumer is able to purchase components of a sound system from multiple manufactures, plug them into one another and have them all work together. These same kinds of interchangeability are facilitated by development of both national, regional and project scale architecture schemes. The Transportation Equity Act for the 21st Century (TEA-21) requires that all MPOs develop a regional ITS architecture and to assure that all ITS-related projects using federal funds comply with the architecture. In 2000, TransPort initiated consultant development of a Draft ITS Architecture. This was necessary to secure federal funds for a variety of management system integration projects for which TransPort had applied on behalf of the state ITS program. The committee has continued refinement of the Architecture and has developed procedures for assuring project level compatibility with the information flows and standards, which are at the heart of the concept.

The purpose of this proposed Regional Concept for Transportation Operations is to enable the region to enhance existing transportation operations collaboration activities across numerous jurisdictions by demonstrating appropriate situations, conditions, and organizational approaches where an integrated system can be implemented. The Regional Concept for Transportation Operations will:

- present an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,

- garner commitment from agencies and jurisdictions for a common regional approach to transportation and management and operations, and

- provide an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing coherent operations strategy for consideration in the planning process.

The concept will be presented to TPAC, JPACT and the Council for approval as an operating plan for the region’s ITS providers at the culmination of the project. Periodic updates on the project will also be provided.

ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to this proposal.
2. **Legal Antecedents.** Metro is charged by TEA-21 with assuring compliance of all federally funded ITS activities with federal and regional ITS Architecture protocols and this responsibility would be delegated to the subcommittee.

3. **Anticipated Effects.** Establishment of a limited-duration 1.0 FTE Senior Transportation Planner at Metro (for two years) to implement the federal grant.

4. **Budget Impacts.** This position would be funded by a federal grant administrated and locally matched by the City of Portland, with Metro acting as a contractor. Metro would house the position using existing office space and equipment. Therefore, no additional effect on Metro’s budget would result from adoption of this Resolution.
WHEREAS, in 2000, after completion of HOV operational analysis and policy discussion, the Bi-State Transportation Committee recommended: 1) an HOV pilot project on Interstate 5 in Southwest Washington from 99th Street south to the vicinity of the Interstate Bridge across the Columbia River, 2) that because of safety and operational concerns, an HOV lane should not be pursued across the existing Interstate Bridge at that time, and that 3) a southbound HOV land in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the design for the Delta Park project; and

WHEREAS, an Environmental Assessment of the widening of the Interstate 5 Delta Park to Lombard segment, assessing expansion from the current two lanes to three lanes, including a possible HOV lane is now underway; and,

WHEREAS, an HOV lane built in the Delta Park to Lombard segment of Interstate 5, the HOV lane would meet the minimum threshold of 500-600 eligible HOV vehicles per hour, however, the significant benefit to HOV lane users also results in significant impacts to freight mobility and other non HOV lane users; and,

WHEREAS, a managed lane, which could include some additional vehicles, including, for example, some smaller freight delivery vehicles, could more fully utilize the lane, meet needs and improve operational characteristics in the Delta Park to Lombard segment of Interstate 5; and

WHEREAS, at its March 31, 2005 meeting the Bi-State Coordination Committee, a committee comprised of elected representatives from Southwest Washington and the Metro area as well as executives of the Ports, transit and metropolitan planning organizations from both sides of the Columbia River, recommended support of operating an HOV lane in Oregon as part of the I-5 Delta Park to Lombard project, with a further recommendation that the prospects and priorities for operating the lane as a managed lane should be collaboratively explored with the State of Washington; and,

WHEREAS, in 2000 the Washington State Transportation Commission approved a pilot HOV lane in Southwest Washington on Interstate 5 between 99th Street and Mill Plain Boulevard; and
WHEREAS, on October 29, 2001, a new High Occupancy Vehicle (HOV) lane opened on Interstate 5 between 99th Street and Mill Plain Boulevard in Southwest Washington with the lane reserved between the hours of 6am and 8am for vehicles with two or more passengers (carpools, vanpools and buses) as well as motorcycles only; and

WHEREAS, criteria to evaluate the operations of the HOV lane were approved, evaluation reports were required to be completed and six reports have been finished since the HOV lane's inception; and,

WHEREAS, the latest evaluation report, the Vancouver HOV Lane Pilot Project Evaluation Report #6, concluded that five of the six criteria for HOV lane operation had been met; and,

WHEREAS, at its March 31, 2005 meeting, the Bi-State Coordination Committee recommended to the Washington State Department of Transportation to continue the pilot project for Washington's HOV lane with direction to staff to work collaboratively with Oregon to examine prospects and priorities for operating the lane in the future as a managed lane; now therefore;

BE IT RESOLVED,

1. The Metro Council and Joint Policy Advisory Committee on Transportation recommend to the Oregon Department of Transportation and the Oregon Transportation Commission that an HOV lane in Oregon be included as part of the Interstate 5/Delta Park to Lombard project and that the prospects and priorities for operating the lane as a managed lane be collaboratively examined with the State of Washington, as part of the upcoming Environmental Assessment process for this project.

2. The Metro Council Joint Policy Advisory Committee on Transportation recommend to the Washington State Department of Transportation and the Washington State Transportation Commission to continue the pilot project for Washington's HOV lane on Interstate 5 between 99th Street and Mill Plain and examine collaboratively with the State of Oregon the prospects and priorities for operating the lane in the future as a managed lane.

ADOPTED by the Metro Council this _____ day of May 2005.

__________________________
David Bragdon, Council President

Approved as to Form:

__________________________
Daniel B. Cooper, Metro Attorney
MEMORANDUM

TO: Bi-State Coordination Committee
FROM: Dean Lookingbill, RTC
Mark Turpel, Metro
DATE: March 24, 2005
SUBJECT: HOV Lanes in the I-5 Corridor

BACKGROUND

The purpose of this memorandum is first to brief the Bi-State Coordination Committee in regard to the latest data available on the performance of the Vancouver I-5 HOV Pilot Project and second to discuss and to present a staff recommended action on extending the HOV lane into Oregon based on the traffic evaluations of the Delta Park/Lombard Environmental Assessment.

The bi-state coordination on the I-5 HOV Pilot Project and its extension into Oregon dates back to an April 2000 resolution by the Bi-State Transportation Committee. The key policy recommendations in the resolution stated that: 1) a southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge, 2) because of safety and operational concerns, an HOV lane should not be pursued across the existing Interstate Bridge at this time, and 3) a southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the design for the Delta Park project.

The Vancouver I-5 HOV pilot lane was opened in October of 2001. Prior to the opening of the HOV lane, RTC conducted a series of analysis and HOV policy decisions. These are outlined as follows:

- A Clark County Regional HOV System Study was completed in December 1998. The Study contained recommendations for regional HOV goals and policies and included the recommendation that the I-5 corridor should be the first facility considered for HOV implementation because of its high traffic congestion level, high transit and carpool usage, and that it would have the best travel time savings for the users of an HOV facility.

- An I-5 HOV Operational Study was completed in April of 2000. The purpose of the study was to analyze a range of options and to develop an HOV alternative that could be implemented in the I-5 corridor without replacing the Interstate Bridge and resulted in a
recommendation to implement the first phase of a bi-state HOV facility that would operate southbound on I-5 in Vancouver during the morning commute period. It was also recommended that the second phase of the southbound HOV lane, the segment in Oregon, would be implemented with the planned widening of Delta Park.

- Following the Bi-State Transportation Committee's recommendations on the I-5 HOV Operational Study recommendations, both the RTC Board and the Joint Policy Advisory Committee on Transportation (JPACT) adopted resolutions to support and implement the Vancouver segment of the I-5 HOV facility. In September of 2000, the Washington Transportation Commission also adopted a resolution in support of the Vancouver HOV lane. In October 2001, the southbound HOV lane opened in conjunction with the completion of the I-5 widening project.

- The policy objectives of the HOV project were to: 1) help manage traffic congestion, 2) make more efficient use of existing facilities by carrying more people in the HOV lane than the general purpose lanes, 3) encourage more carpools, vanpools, and transit ridership, and 4) provide travel time savings and better travel time reliability for HOV users.

A total of six evaluation reports have been conducted on the I-5 Pilot HOV lane since it's opening in 2001. The Washington State Department of Transportation (WSDOT) has led the development of these reports. Eight performance goals were set prior to the opening of the HOV lane. These goals include the following:

1. Move more people in the HOV lane than in either of the adjacent general-purpose lanes.
2. Reduce peak period travel time for HOV lane users and for all users.
3. Minimize impacts to other traffic on other facilities.
4. Increase the use of carpools, vanpools, and transit.
5. Maintain safety by not increasing the accident and incident rate in the corridor during HOV lane operating periods.
6. Maintain the HOV lane's effectiveness with appropriate enforcement.
7. Maintain or improve travel time reliability for carpools, vanpools, and transit.
8. Maintain or improve public opinion.
VANCOUVER I-5 HOV LANE PILOT PROJECT: DATA REPORT #6

The complete data report is on RTC’s web site at: www.rtc.wa.gov/hov/evaluation.htm. The key findings of the report are listed below.

Of the eight HOV goals established for this specific project, the Vancouver HOV pilot project is meeting six goals. The pilot project is meeting Goals 1, 3, 4, 5, 6, and 7. This is the first time the pilot project has met Goal 1 (note that the HOV lane meets the 2-hour goal, but is still carrying fewer people than either adjacent general purpose lane during the peak hour). Goal 2 contains two components. The pilot project is meeting one of the two components. No recent data has been collected to determine whether Goal 8 is being met.

- **Goal #1: Move more people per lane in the HOV lane during the AM 2-hour period than in either of the adjacent general-purpose lanes.**
  - For the first time, the Vancouver HOV lane is carrying more people per lane than either of the adjacent lanes for the 2-hour peak period. During the one-hour peak, the HOV lane carries 86% of the GP lane average.
  - The ability of the HOV lane to carry more people is constrained by the level of bus service and park-and-ride spaces provided along the corridor. This artificial cap may not be remedied for another year until the 99th Street Park-and-Ride facility is open.
  - The Vancouver HOV lane has contributed to I-5 carrying more people in fewer vehicles compared to the Baseline and is steadily increasing in demand.

- **Goal #2: Reduce peak period travel time for HOV lane users and reduce the average per-person travel time for all users.**
  - Goal 2 contains two components. First, peak hour travel times for HOV lanes users remains below the baseline, HOV travel times for the 2-hour, however, have increased compared to the baseline. Second, average per-person travel times for all users have increased during the peak period and peak hour travel periods compared to the Baseline reporting period.

- **Goal #3 Minimize impacts to other traffic in the corridor and on parallel facilities.**
  - Compared to the Baseline, the share of traffic on I-205 increased slightly. The share of traffic on Highway 99, Hazel Dell Avenue, and Lakeshore Drive decreased slightly. For all
evaluations, the share of traffic on Main Street increased compared to the Baseline, but much of the increase is likely attributable to the completion of construction at the Main Street interchange in October 2001, after the Baseline data was collected.

- **Goal #4:** Increase the use of carpools, vanpools, and transit.
  - The number of carpools and transit ridership has increased since the Baseline reporting period.

- **Goal #5:** Maintain safety by not increasing the accident and incident rate in the corridor during HOV lane operating periods.
  - The number of on-roadway and off-roadway incidents has fluctuated during each reporting period. Based on this data, it could be implied that the HOV lane has not negatively impacted corridor safety.

- **Goal #6:** Maintain the HOV lane's effectiveness with appropriate enforcement.
  - The 2-hour period violation rate was 12 percent during the October 2004 reporting period, a violation rate higher than prior reporting periods, while during the peak hour, the violation rate was 9 percent, virtually unchanged from the April 2004 reporting period. There is a general trend toward a higher violation rate during the 2-hour peak.
  - The national violation rate average is in the 10-15% range. The Portland HOV lane has a violation rate of 10%, which is also within the national guidelines. The Vancouver lane has a violation rate of 12%, which is well within acceptable guidelines.
  - Washington State Patrol (WSP) reduced lane enforcement after the October 2002 reporting period and has only sporadically provided an enforcement presence. In other regions, a correlation exists between the level of enforcement and the violation rate. The lack of regular enforcement is likely contributing to the increased violation rate.

- **Goal #7:** Maintain or improve travel time reliability for carpools, vanpools, and transit.
  - Travel times during the two-hour period for C-TRAN Route 134 (from the 134th St. Park and Ride to downtown Portland) have remained relatively constant since July 2002. The presence of the HOV lane has resulted in predictable peak period travel times for C-TRAN.
Travel times during the peak hour for C-TRAN Route 134 have decreased compared to all prior reporting periods.

The Vancouver HOV lane is maintaining at least 45 mph along its entire length both during peak hours and overall during the two-hour period.

- Goal #8: Maintain or improve public opinion as to the effectiveness of HOV lanes.
  - Public opinion polling was not conducted for this evaluation report. As a result, it cannot be determined whether Goal 8 is being met. Three public opinion surveys were conducted concurrent with prior evaluation reports.
  - WSDOT received less than 15 comments during the past 18 months (January 2003 to October 2004). The comments were received via e-mail and phone calls. All comments received were negative. Comments received were generally from GP lane users concerned about the perceived lack of HOV lane usage and the HOV lane violation rate as well as the impact on General Purpose lane users.

**DELTA PARK/LOMBARD HOV LANE**

The Oregon Department of Transportation (ODOT) is in the process of preparing an Environmental Assessment (EA) associated with widening the existing two-lane section of southbound I-5 through Delta Park in Portland to add a third travel lane. ODOT is developing this project to be consistent with state and regional policies supporting: reducing congestion, providing for a safe and balanced transportation system, maintaining freight access, mobility, and competitiveness, and improving the reliability of the transportation network. As a part of the Environmental Assessment, an HOV analysis was undertaken to examine the potential impacts and benefits of operating the third southbound lane as an AM peak-period HOV lane.

The evaluation measures and performance goals for the I-5 Delta Park HOV analysis are consistent with those used in previous studies and evaluations of HOV in the I-5 corridor.

**Findings From the I-5 Delta Park HOV Analysis**

- If an HOV lane were to be built today in the Delta Park/Lombard section of I-5 and the current mode splits remained static, the potential exists that an HOV lane would meet the minimum threshold of 500-600 eligible HOV vehicles per hour in the HOV lane. However, the HOV lane in this case would not be carrying as many persons per hour as either of the general-purpose lanes.
From this we have concluded that if a lane were in place today, we would be getting similar performance results to the existing I-5 southbound HOV lane in Washington.

- HOV modeling for 2025 indicates that the presence of an HOV lane in Oregon, in combination with the existing Washington HOV lane, would result in measurable shift from drive-alone to carpooling, vanpooling, and transit. All performance goals for the lane would be met.

- In 2025, HOV users are estimated to travel between SR 500 and I-84 approximately 12 minutes faster than the users of the adjacent general-purpose lanes. Average vehicle occupancy is estimated to be approximately 1.41 persons per vehicle, compared to 1.25 persons per vehicle without an HOV lane. The presence of an HOV lane in both Oregon and Washington also results in the highest overall persons per lane per hour; approximately 100 persons more per hour than without HOV. HOV users save approximately 6 minutes in their trip between SR 500 and I-84 compared to no HOV in the I-5 corridor.

- While the HOV lane would provide significant benefits for users of the lane, the trade-off is substantially increased travel times and traffic back-ups for SOV and freight.

- HOV modeling indicates that in 2025, vehicles in the general purpose lanes will experience travel times that are approximately 12 minutes longer than the HOV lane and approximately 6 minutes longer than if no HOV were provided in the corridor (travel times are between SR 500 and I-84). Approximately 1000 fewer vehicles will move through the corridor in the AM peak hour. Traffic analysis indicates that there will be significant queuing in Vancouver on I-5, SR 500, and SR 14 with an HOV lane in the I-5 corridor compared to no HOV lane in the corridor. As a result of the queuing and congestion, the morning peak period is expected to last longer than it would without an HOV lane, further impacting the freight users of the corridor.

- In a policy context, providing an HOV lane in the corridor rather than a general-purpose lane is consistent with regional, statewide, and federal goals and policies. However, the increase in overall travel time adversely affects freight mobility and serves to increase congestion overall, which is not consistent with regional, state, and federal policies.
DISCUSSION - CONCLUSIONS

As was mentioned earlier, Washington and Oregon have a variety of state and regional transportation policies that guide the management and operation of I-5. These policies generally support a safe, efficient, and balanced transportation system for all users including freight movement and alternative mode movement. As Washington and Oregon move forward over the next few months, recommendations/feedback from the Bi-State Committee on the future of the HOV lane in the I-5 corridor is desired. Bi-state staff, with the input from a national expert on HOV lanes, has examined evaluation findings for the current Washington HOV lane and the proposed Oregon HOV lane. To be consistent with the state and regional policies, it is proposed that the region consider operating the third southbound lane on I-5 as a managed lane with HOV use as its first priority. Staff are making this recommendation given the excess capacity that ODOT expects in the HOV lane in its early years of operation, the excess capacity that currently exists in the Washington HOV lane, and the significant difference in benefits to HOV users and impacts to general purpose users that are forecast to occur as the region grows.

Key Discussion Points

• A managed lane is a lane that is operated to maximize the effectiveness of the freeway corridor consistent with the policy objectives of the state and region.

• Managing a lane in the I-5 corridor would involve allowing HOV and other user groups to travel in a lane that would have a reasonable time advantage compared to the general purpose lanes. A managed lane would also reduce the impact on the general-purpose lanes and provide for improved person and vehicle throughput compared to HOV-only use.

• Moving to a managed lane would have a particular benefit to freight movement, as the lane and the corridor as a whole would be managed to ensure that disproportionate impacts do not occur for this class of user.

• Moving towards a managed lane would require proactively evaluating the use of the lane over time and changing policies for the use of the lane as needed to achieve lane and corridor performance goals.
• Ideas for other user groups that the region may want to consider allowing into the managed lane include: hybrid vehicles, small delivery trucks, and toll-paying SOVs.

• Regardless of how the lane is managed, for HOVs only or with the addition of other user groups, enforcement of the lane is a significant issue. A commitment to enforcing the lane will be needed to ensure the long-term success of the managed lane.

Recommended Action

Possible recommended action by the Bi-State Coordinating Committee on the existing Washington and proposed Oregon HOV lanes could be as follows:

• **Existing Washington HOV Lane:** Recommend to the RTC and WSDOT to continue the pilot project for Washington's HOV lane with direction to staff to work collaboratively with Oregon to examine prospects and priorities for operating the lane in the future as a managed lane.

• **Proposed Oregon HOV Lane:** Recommend to JPACT and ODOT support of operating an HOV lane in Oregon as a part of the 1-5 Delta Park project with direction to staff to work collaboratively with Washington to examine prospects and priorities for operating the lane as a managed lane. (Note: Final decisions about HOV will be made as a part of the Environmental Assessment process.)
DATE: May 12, 2005
TO: JPACT Members and Alternates
FROM: Andy Cotugno
RE: Washington, D.C. Lobby Trip Survey Results

PARTICIPANTS: 4 JPACT Members and 2 Alternates responded to the survey.

RANKING - (in order of importance):

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<td>Question #5a</td>
<td>Meeting Format</td>
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<td>Question #7</td>
<td>Reception Format</td>
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<td>Question #4</td>
<td>Trip Date</td>
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<td>Question #5b</td>
<td>Meeting Location</td>
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<tr>
<td>Question #10</td>
<td>Lunch Speaker</td>
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**COMMENTS:**

<table>
<thead>
<tr>
<th>Question #1</th>
<th>Re: Participants</th>
<th>Are there too many participants? Should the number of attendees be limited?</th>
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<tbody>
<tr>
<td></td>
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<td>I'm not crazy about limiting the numbers - we should be able to make our points to our federal elected leaders. – Rob Drake</td>
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<td>We might just want to keep it to the members of JPACT and not have alternates and other elected officials unless the member can't attend. We should still allow major stakeholders to come such as OHSU or a business such as Oregon Steel. I think it lends an air of legitimacy to have them along working on the same REGIONAL issues. – Lynn Peterson</td>
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<td>No, I believe that it shows unity. – James Bernard</td>
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<td>Yes. Should be limited to about 15. – Roy Rogers</td>
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<td>Yes. A representative of each prioritized project, plus two Metro representatives should total 10 people. Then add 1-2 people from each major jurisdiction for a total of 15. – Tom Brian</td>
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<table>
<thead>
<tr>
<th>Question #2</th>
<th>Re: Projects</th>
<th>Are there too many projects? Should there be a smaller list or some statement of priorities among the projects?</th>
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<tr>
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<td>We should be able to make our points, regardless of numbers. – Rob Drake</td>
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<td>What would be nice is to have the top priority projects and &quot;if there is an opportunity to fund other&quot; list. The priority list should be done in consultation with the staff from D.C. – Lynn Peterson</td>
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<td>No, I cannot imagine not asking for as much as we possibly can and leave things on the table that our representatives in DC might feel some connection. – James Bernard</td>
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<td>Yes. Should be limited to about 8 +/- . – Roy Rogers</td>
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<td>We should emphasize the top 6-8 projects +/- . For March 2005 we had no priorities and staff of MOC's were mentioning it. One key staff, looking at the thick books and size of group said &quot;this really is of no help to us whatsoever.&quot; – Tom Brian</td>
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<tr>
<th>Question #3</th>
<th>Re: Priorities</th>
<th>Next year will not be a reauthorization year, so opportunities for earmarking through appropriations will be much more limited. Should we be more targeted in our priorities?</th>
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<td>Still, people can lay the groundwork for future years. – Rob Drake</td>
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<td>Yes. – Lynn Peterson</td>
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<td>No, for the same reason as #2. – James Bernard</td>
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<td>Yes. – Roy Rogers</td>
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<td>Yes. – Tom Brian</td>
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<tr>
<th>Question #4</th>
<th>Re: Trip Date</th>
<th>Should the trip date be moved to mid-February (this would be more timely relative to the appropriations process and avoid the high traffic week around The National League of Cities and National Assoc. of Counties Conferences)?</th>
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<tr>
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<td>Either way. – Rob Drake</td>
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<td>Saves money - one trip. – Bill Kennemer</td>
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<td>Yes. – Lynn Peterson</td>
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<td>No, budgets are tight and this affords communities the opportunity to attend both. – James Bernard</td>
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</table>
**Question #5a** Re: Meeting Format  Does the meeting/presentation format with each individual Congressional representative work?

I think we can tailor as we do now which seems to be slightly different from year to year depending on representative's moods and issues. – Lynn Peterson

Yes, it's better for some and not so good for others. – James Bernard

Yes - if we limit participants and enable a "conversation." – Roy Rogers

Yes - with reduced number of participants. – Tom Brian

**Question #5b** Re: Meeting Location  Alternatively, should we locate in a single room providing the Congressional representatives an opportunity to "drop-in" at their convenience?

No, don't count on them showing up. A set appointment in their offices seems to make better sense. – Rob Drake

I think we should try and see how that works. – Lynn Peterson

No, this limits the chance that we would be able to meet. – James Bernard

No. Too random and uncertain. May have slightly different messages for different congressmen. – Roy Rogers

No. Need more structure and guaranteed one-on-one (or group one-on-one). – Tom Brian

**Question #6** Re: Print Materials  Were our print materials appropriate?

I think the material ought to be on a CD and if hard copies are required we can print them up and send them later. – Lynn Peterson

Yes, well organized and easy to follow. – James Bernard

No - too voluminous - that type of material should be shipped to staff in advance - have 2-4 page summary for members. – Roy Rogers

Way too much. Provide any bulk material necessary to MOC staff. Provide 2-3 page summary to MOC. – Tom Brian

**Question #7** Re: Reception Format  Did the reception format on the hill rather than in a hotel work better?

Didn't Attend. – Rob Drake

I attended the California delegation reception upstairs from ours and it was pretty swanky and well attended (100s of people). I like having it on the hill, but the room should be slightly bigger and there should be places to sit around small tables. – Lynn Peterson

Yes, easier access. – James Bernard

Yes. – Roy Rogers

Yes, fine. – Tom Brian

**Question #8** Re: Dinner  Should we reinstate the dinner?

Always nice to buy a meal and share ideas in a more relaxed atmosphere. They are human too and enjoy relaxation. – Rob Drake

Good opportunity to visit informally with staff. – Bill Kennemer
Yes. – Lynn Peterson

No, very costly and poor attendance. I would ask their staff it is more valuable. – James Bernard

No. Have a full reception - skip the dinner. Roy Rogers

No. A feeding frenzy for MOC staff mostly - Have a nice reception, and call it good. – Tom Brian

**Question #9** Re: Reception Format  *Did the reception format on the hill rather than in a hotel work better?*

Either way, but it is nice to interact. – Rob Drake

No. – Lynn Peterson

Yes. – James Bernard

I doubt it will be possible - but knowing ASAP where folks are heading would be helpful. – Roy Rogers

Yes, mainly by encouraging folks to register early and share info early. Most folks are going to look for rates, then convene fairly personal decision - so will be difficult to undertake. – Tom Brian

**Question #10** Re: Lunch Speaker  *Did the reception format on the hill rather than in a hotel work better?*

Did not attend. – Rob Drake

I would think that we should have a speaker at the dinner if we could rather than mid-day on the hill. I would like to have the President of Amtrak or someone on the Board of Amtrak speak, or Tom Downs from the ENO Foundation speak...he worked with Neil Goldschmidt. Someone who works the hill all the time and could inspire us. – Lynn Peterson

Yes. – James Bernard

If we have someone really interesting or key in the process. – Roy Rogers

**Misc. Comments**

While I want to be a team player, I really can't haul another 10 lbs of materials from building to building....please please put it on a CD! – Lynn Peterson

Every year we talk about changing this process and not letting some people attend. We should be focusing on tuning the process and not eliminating attendance. I think the staff does a great job organizing the event and providing the material. The pre-trip meeting is very valuable. – James Bernard

Thank you for asking. We need discipline in setting priorities for this trip and limiting participants to about 15. – Roy Rogers

Thank you for listening. The size of group has been a growing problem and the lack of discipline in selecting regional not local priorities. Folks can lobby their own projects all they want - but they should not be part of the JPACT presentation. – Tom Brian
May 3, 2005

Lane Shetterly, Director
Department of Land Conservation and Development
635 Capitol Street NE
Suite 150
Salem 97301-2540

Dear Mr. Shetterly:

Thank you for meeting with us regarding the recent action taken by the Land Conservation and Development Commission (LCDC) amending the Transportation Planning Rule (TPR). Along with other local governments in the Portland region and in other communities across the state, Metro has strong concerns about the potential unintended consequences of the interchange management section of the TPR amendments.

While we support efforts to protect interchanges from overdevelopment with strip commercial and big box retail, we are concerned that the Commission's effort to protect interchanges will inadvertently undermine plans for compact, mixed-use centers in urban areas. Broad concern about the effect of these amendments on urban areas was expressed at the March 16 LCDC meeting by several local governments, including Metro. We appreciate your hearing these concerns reiterated at our recent meeting and working with us to address them.

This letter is intended to memorialize our discussion, and specifically, to lay out our understanding of the next steps in this process. Craig Greenleaf, ODOT Planning Manager, was present at that meeting in addition to you and members of your staff. Here are the options that Metro believes essential in remedying the recent LCDC action:

1) In the short term, the Oregon Department of Transportation must/should commit to timely adoption of guidelines to implement the new rule language regarding interchange management. These policies need to
support compact, mixed-used development in interchange areas, such as that envisioned in Metro's 2040 Growth Concept.

2) In the longer term, Metro reserves the right to petition the Commission to strike or modify this new amendment if we conclude that its implementation conflicts with the adopted and acknowledged goals of the 2040 Growth Concept, Metro Regional Transportation Plan and Regional Framework Plan.

In the meantime, we also commit to working in good faith with the Oregon Transportation Commission and the Department of Transportation to address our concerns within the regulatory framework. Our staff is also participating on the LCDC’s technical work group that is currently reviewing other sections of the TPR, but could be a resource for the LCDC, should the Commission choose to revisit the interchange management provisions.

Thank you again for your efforts to resolve this issue.

Sincerely,

David Bragdon
Council President

Rex Burkholder
Councilor, JPACT Chair

Copy: Land Conservation and Development Commission
Oregon Transportation Commission
Joint Policy Advisory Committee on Transportation
Metro Policy Advisory Committee
Oregon MPO Consortium
League of Oregon Cities
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<tr>
<th>MEETING TOPIC:</th>
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<td>ATTENDEES</td>
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<td>Andy</td>
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<td>Bridget</td>
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<td>Chris D.</td>
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<td>Dennis</td>
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<td>Dick W.</td>
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<td>Ross R</td>
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<td>Phil W.</td>
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May 10, 2005

Mr. Rex Burkholder, Chair  
Joint Policy Advisory Committee on Transportation  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2763

Dear Rex,

I am requesting that Olivia Clark, Executive Director of Governmental Affairs be appointed as TriMet’s alternate representative for the Joint Policy Advisory Committee on Transportation (JPACT) meeting on Thursday, May 12, 2005. This is necessary because both Neil McFarlane and myself are not available on this date.

I appreciate your assistance.

Sincerely,

Fred Hansen  
General Manager
Subject: Alternate for JPACT

To: Rex Burkholder
   Andy Cotugno
From: Fred Hansen
FAX: 503-797-1793
   503-797-1930
Phone: 503-962-4830
Date: May 11, 2005

Pages: 2

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<tr>
<th>NAME</th>
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<td>Dave Williams</td>
<td>Paramax</td>
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<td>Jim Bernard</td>
<td>Milwaukee</td>
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<td>Kathleen Harrington</td>
<td>CITIZEN WA, CO.</td>
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<td>Jonathan Schuster</td>
<td>Westside Economic Alliance</td>
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<td>Karen Schilling</td>
<td>Mult. Co.</td>
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<td>Tom Markgraf</td>
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<td>Jeff Dalia</td>
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<td>Jed Leipold</td>
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<td>Ron Papsdorf</td>
<td>City of Gresham</td>
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<td>Amelia Porterfield</td>
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<td>Kathleen Schulte</td>
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<td>Tom Kiefer</td>
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<td>Rob DeGroff</td>
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<td>Tom Miller</td>
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<td>Nancy Krausar</td>
<td>City of Oregon City Metro</td>
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<td>Smith</td>
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<td>Sam Adams</td>
<td>City of PDX</td>
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<td>Roy Rogers</td>
<td>Wash City</td>
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<td>Elaine Smith</td>
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# JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION SIGN - IN SHEET

May 12, 2005

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