

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 01-3098A
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM TO ALLOCATE)
FY 2004 – 05 CONGESTION MITIGATION/AIR) Introduced by
QUALITY (CMAQ) AND SURFACE) Rod Monroe,
TRANSPORTATION PROGRAM (STP) FUNDS) JPACT Chair

WHEREAS, State and federal regulations require that funding for transportation improvements occurring within Metro’s jurisdiction must be shown in a Metropolitan Transportation Improvement Program; and

WHEREAS, The Region anticipates that reauthorization of a multi-year federal transportation act (hereafter “the Act”) will occur (e.g., the Transportation Equity Act for the 21st Century); and

WHEREAS, Metro and ODOT concur that the Act will most likely continue to authorize both the CMAQ and STP programs and that regional funding from these programs in FY 04 and FY 2005 can reasonably be assumed to equal sums authorized in the final year of the current Act (i.e., a combined amount of \$50 million); and

WHEREAS, A sum of \$6 million per year for the Interstate MAX project has been previously authorized in both FY 2004 and 2005, leaving \$38 million unallocated; and

WHEREAS, Metro and ODOT have cooperated in an 12-month process to solicit project nominations for the unallocated regional portion of these funds, and included extensive outreach to eligible agencies and the public and included technical analysis of each project submitted; and

WHEREAS, Metro has integrated the ODOT Region 1 Modernization Program into the MTIP process and that ODOT has at its principal discretion a sum of approximately \$28 million for road expansion work which it desires to allocate to construction of the third phase of the U.S. 26 Sylvan Interchange project which is the region’s stated first priority freeway project; and

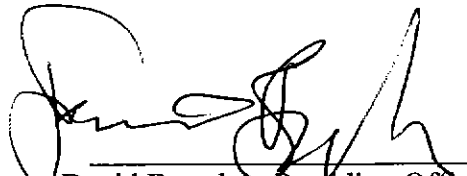
WHEREAS, The Oregon Transportation Commission will early next year approve a program of bond funded roadway expansion projects in the Metro Region as part of the statewide program; and

WHEREAS, Past federal reauthorizations have twice provided funds in excess of those anticipated by Metro in MTIP updates so that sums in excess of \$38 million may be available in FY 04 and 05; now, therefore

BE IT RESOLVED:

1. The program of funds shown in Exhibit A of the Resolution is approved and directed to be published in a full 2002 – 2005 MTIP document incorporating all federal program categories.
2. Approval of this program is contingent on conditions contained in Exhibit B.
3. Following approval of this program, staff is directed to immediately initiate analysis of air quality conformity for all previously conformed and exempt projects and to subsequently initiate an air quality conformity determination for the remaining projects.
4. JPACT and the Metro Council designates the I-5/Nyberg Interchange project as a top priority for funding through the 2001 Oregon Transportation Investment Act and will pursue an additional \$1.172 million for the project through the Investment Act process. Failing successful funding through the Oregon Transportation Investment Act process, the project is the top priority for STP funds available through the 2004 MTIP Update.

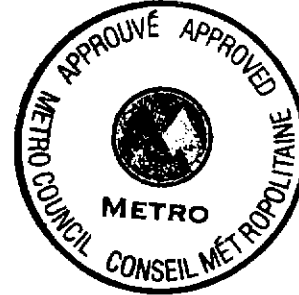
ADOPTED by the Metro Council this 20th, day of September, 2001.


David Bragdon, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

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WHEREAS, Metro has integrated the ODOT Region 1 Modernization Program into the MTIP process and that ODOT has at its principal discretion a sum of approximately \$28 million for road expansion work which it desires to allocate to construction of the third phase of the U.S. 26 Sylvan Interchange project which is the region's stated first priority freeway project; and

WHEREAS, The Oregon Transportation Commission will early next year approve a program of bond funded roadway expansion projects ~~for which freeway, interchange and highway capacity expansion projects~~ in the Metro Region as part of the statewide program; and

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PRIORITIES 2002 MTIP UPDATE
JPACT APPROVED PROGRAM

EXHIBIT A
To Resolution No. 01-3098

A. Planning		B. Road Modernization		C. Road Reconstruction		D. Bridge		E. Freight		F. Boulevard	
Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
JPACT RECOMMENDED PROGRAM		JPACT RECOMMENDED PROGRAM		JPACT RECOM'D PROGRAM		JPACT RECOM'D PROGRAM		JPACT RECOMMENDED PROGRAM		JPACT RECOMMENDED PROGRAM	
rplng1	Will. Shoreline Rail/Trail Study \$0.300	1 cm1	Clack. Co. ITS/ATMS Ph. 2 0.500	1 PR3	Naito Parkway: Davis/Market \$1.500	No Bridge Projects Requested		1 PF2	N. Lombard RR O-Xing \$2.000	1 mb1	Division Ph. 2: Main/Cleveland 0.989
rplng2	Regional Freight Program 0.150	2 wm2	Cornell Rd. Cor. ITS 0.375	2 CR1	Johnson Crk Blvd: 36th/45th 0.800					2 pb1	102nd Ave: Hancock/Main 0.700
rplng3	RTP Corridor Project 0.300	3 wm6	I-5/Nyberg Interchange (Con) 2.328							3 mb2	Stark: 190th/197th 0.800
rplng4	Metro Core Reg. Planning Prog. 1.480	4 mm1	Gresham/Mult. Co. ITS Ph. 3 0.750							4 cb3	McLoughlin PE: I-205/RR Tunnel (PE) 0.625
rplng5	So. Corridor Transit Study 4.000	8 mm4	SW Greenburg: Wash Sq/Tiedeman (row) 0.390								
		9 mm2	223rd O'Xing ROW 0.134								
		11 cm4	Boeckman Rd. Extension 0.000								
		The 5th ranked Mod project is shown in Freeway column.									
Proposed Total: \$6.230		Proposed Total: \$4.477		Proposed Total: \$2.300		Proposed Total: \$0.000		Proposed Total: \$2.000		Proposed Total: \$3.114	
CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST	
rplng1	Will. Shoreline Rail/Trail Study \$0.250	4 mm1	Gresham/Mult. Co. ITS Ph. 3 0.250			No Bridge Projects Requested		2 PF1	East End Connector PE 1.000	5 cb2	Boones Fry: Madrone/Kruse Way 0.500
rplng2	RTP Corridor Project** 0.300	6 cm2	Sunnyside Road: 122nd/132nd PE 0.625							6 wbl1	Cornell: Trail Av/Saltman Rd 3.500
**to be made up by ODOT contribution		7 wm7	Farmington Rd: Hocken/Murray (ROW & C) 8.210								
		8 mm4	SW Greenburg: Wash Sq/Tiedeman (Con) 0.384								
		10 pm1	SE Foster Rd/Kelly Creek 1.500								
		11 cm4	Boeckman Rd. Extension 1.000								
Proposed Total: \$0.550		Proposed Total: \$11.969		Proposed Total: \$0.000		Proposed Total: \$0.000		Proposed Total: \$1.000		Proposed Total: \$4.000	

G. Pedestrian		H. Bike/Trail		I. TDM		J. TOD		K. Transit		L. Mainline Freeway Projects	
Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
JPACT RECOMMENDED PROGRAM		JPACT RECOMMENDED PROGRAM		JPACT RECOM'D PROGRAM		JPACT RECOM'D PROGRAM		JPACT RECOMMENDED PROGRAM		JPACT RECOMMENDED PROGRAM	
1 WP1	Park Way Sidewalk: Marlow/Pariwood \$0.235	1 mb2	Morrison Br. Ped/Bike Access (Con) \$1.345	1 TDM1	Regional TDM Program \$1.400	1 RT001	Metro TOD Program \$1.500	2	S/N STP Commitment \$12.000	3	wml U.S 26 Widening PE - Murray/185th* (RESE) 0.359
1 CP2	Holatta Ave. Ped: Will./Pearl & Mintn View/Holmes 0.500	2 cb1	E. Bank Trail/Springwater Connector 3.940	2 TDM4	Region 2040 Initiatives 0.285	2 PT001	Gateway Reg. Cntr TOD Proj. 0.800	2	cb1 SMART Transit Cntr P&R (ROW) 1.086	5	cm5 Sunrise Cor EIS/PE: I-205/Rock Crk Jnct. 2.000
2 WP7	For. Grove Town Cntr Ped Imprvmts 0.200	3 wb1	Fanno Crk Trail Phase 2 (Con) 0.888	3 TDM5	TMA Stabilization Program 0.250				Transit Develop. Prog. Reserve* 4.106	*Technical rank is tied with Nyberg O'Xing in Mod column.	
3 WP6	Murray Sidewalk: Farm/675' No. 0.119	4 mb1	Gresham/Fairview Trail (Con) 0.852	4 TDM3	EOD Information Clearinghouse 0.094			*Funds requested for McLoughlin/Barber and 1/2 of funds for Gresham & BV/Tigard are consolidated to a commitment for the TTP in 04/05.		Proposed Total: \$2.359	
4 WP2	198th Ave Sidewalk: TV Hwy/Trelane St 0.170			5 TDM6	SMART TDM Program 0.110			Proposed Total: \$17.192			
5 WP3	Butner Rd Sidewalk: Marlow/Wood Way 0.180							Proposed Total: \$2.300			
Proposed Total: \$1.404		Proposed Total: \$7.025		Proposed Total: \$2.139		Proposed Total: \$2.300		Proposed Total: \$17.192			
CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST		CUTS FROM JPACT 150% LIST	
1 RP1	Reg. Ped. Access to Transit Prog. 2.000	5 cb2	Wash. St. Bike Lane: 12th/16th 0.750	2 TDM4	Region 2040 Initiatives 0.210	1 RT001	Metro TOD Program \$0.600	1 mb1a	McLoughlin/Barber TCL Srv. Mntz* NA	5	cm5 Sunrise Cor Ph. 1 PE: I-205/Rock Crk Jnct. 2.000
2 WP7	For. Grove Town Cntr Ped Imprvmts 0.200			3 TDM5	TMA Assistance Program 0.250			2	cb1 SMART Transit Center Park&Ride 0.086		
6 MP1	257th Ave. Pedestrian Improvements 0.700			5 TDM6	SMART TDM Program 0.035			3	mb1 FY 04/05 Gresham TCL Srv* NA		
Proposed Total: \$2.900		Proposed Total: \$0.750		Proposed Total: \$0.495		Proposed Total: \$0.600		4	wb1 FY 05 BV/Tigard TCL Srv* 1.256		
								*Actual service decisions for FY 04/05 TBD by Transit Develop. Prog.		Proposed Total: \$2.000	
								Proposed Total: \$1.342			

Grand Total (w/out Interstate MAX) \$38.540
Grand Total (w/ Interstate MAX) \$50.540

PRIORITIES 2002 MTIP UPDATE
CONDITIONS OF PROGRAM APPROVAL

ROAD MODERNIZATION

- WM6 While the I-5/Nyberg Overcrossing project is fully funded through this MTIP, it is Bond Program eligible and could apply for funding from that program.
- MM1 The \$750,000 for the Gresham/Multnomah County ITS project is contingent on first use of the funds to develop and implement technology needed to implement traffic adaptive signal timing in the region.
- CM 4 The \$500,000 for the Boeckman Road Widening EIS/PE project is contingent on the project sponsor assuming responsibility for completion of the EIS and PE

TRANSIT-ORIENTED DEVELOPMENT

- PTOD1 The \$800,000 for the Gateway Regional Center TOD is contingent on execution of an Agreement Letter between Metro's Planning Director and the Portland Development Commission's Development Director.

TRANSIT

The \$4.106 for the Transit Investment Program Reserve is contingent on Tri-Met developing a five-year transit service and capital plan with input from the Metro Council, JPACT and TPAC. Upon completion, an MTIP amendment to allocate the reserve to specific start-up and/or capital projects will be considered.

TRANSIT DEMAND MANAGEMENT PROGRAM

- TDM4&5 The TDM Subcommittee is authorized to make project allocations from 2040 Initiatives and TMA Stabilization program funds hereby approved and is directed to report on such allocations periodically to TPAC.

MAINLINE FREEWAY

- WM1 The \$359,000 for PE for the U.S. 26 Widening from Murray to 185th is allocated to a Reserve Account, to be made available to the project sponsor at such time as an amendment of the 2000 RTP Financially Constrained Network has been approved, demonstrating increased funding or decreased Washington County project costs and air quality conformity of the ultimate intended scope and concept of the project with

EXHIBIT B
To Resolution No. 01-3098A

the State Implementation Plan. Additionally, this allocation is predicated on Washington County funding one-half the project construction cost.

CM5 The \$2.0 million for the Sunrise Corridor EIS/PE project is intended to support the following:

- \$1.0 toward the DEIS/FEIS/PE for the segment extending from I-205 to the Rock Creek Junction, with all other costs needed to complete the DEIS/FEIS/PE provided by ODOT and Clackamas County; and
- \$1.0 million for completion of exceptions' findings needed for the portion of the project extending from Rock Creek to U.S. 26 and for the preparation of a Damascus Area Concept Plan upon completion of Metro's UGB Periodic Review.
- This allocation is subject to Metro's review of scope and budget to carry out these activities. Specific allocations to the defined work may change accordingly.

PEDESTRIAN PROJECTS

RP1 Tri-Met and Metro shall complete the transit priority sidewalk inventory and define a Pedestrian to Transit Program and coordinate with local governments for recommendation of a program of projects for consideration in the next MTIP Update.

ALL PROJECTS

- Any project, regardless of fundtype, approved for funding in the MTIP, by this or any preceding action, shall coordinate with Tri-Met regarding sidewalk and bus shelter components.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-3098A FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FY 2004 – 05 CONGESTION MITIGATION/AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION PROGRAM (STP)

Date: August 31, 2001

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would update and amend the Metropolitan Transportation Improvement Program (MTIP) to allocate and authorize obligation of FY 2004 – 05 federal and state highway funds on projects and programs. It would authorize staff to coordinate scheduling of work phases, assignment of various funding types to specific projects and to balance projects programmed in the first two years of the new MTIP (i.e., FY 02 and 03) with funds allocated in the last two years (i.e., FY 04 and 05). This work will be shown in a complete MTIP document, that will also show programming of all other fundtypes (e.g., road preservation, bridge rehabilitation, etc.) for approval in the near future. The work will also include an air quality analysis determination and an environmental justice screen consistent with federal guidelines.

BACKGROUND AND ANALYSIS

Metro and ODOT began coordination of the FY 2002 MTIP/STIP Update in September 2000. A revenue target of \$38 million was established and procedures were approved governing public involvement and project nominations, ranking and selection. Attachment 1 summarizes the highlights of these activities. A key feature of the selection process was the decision to use the 2000 MTIP "150 Percent Cut List" as a base package of projects for consideration in the current update. The modal technical ranking criteria approved by JPACT for use in the 2000 MTIP Update were used to technically rank projects. The Metro Council also provided a set of five criteria they used, in concert with the JPACT technical ranking system, to identify a preliminary statement of Council project priorities. A Summary of the JPACT criteria are shown in Attachment 2. The Council Criteria are shown in Attachment 3.

FUNDING OPTIONS DISCUSSED BY TPAC

At TPAC, Metro staff presented a Base Recommendation totaling \$39.712 million of projects. Several options were also presented for TPAC consideration that would cut this to a \$38 million program recommendation. The options considered by TPAC are reviewed below.

Option 1: Future Funding Priority for East Bank/Springwater Trails Connector

Option 1 would balance the program by approving a \$2.228 million first phase of the E. Bank/Springwater Trails Connector project. This phase would design the entire Connector project and construct a first phase bridge crossing of the Railroad tracks and access from the west

terminus of the bridge to McLoughlin Boulevard. On-street grade crossings of McLoughlin Boulevard and Johnson Creek would then connect to the East Bank Trail near the Sellwood Bridge.

The residual \$1.712 million needed to construct phase 2 bridge crossings of McLoughlin Boulevard and Johnson Creek would be identified as the Region's highest priority for funds from the Statewide Transportation Enhancement (TE) program, assuming reinstatement of the program by the Oregon Transportation Commission (OTC) for the FY 2006 program. If the funds were not awarded from the State-run TE program, the balance of the requested funds would be treated as a commitment against FY 2006 regional funds in the next update, or from additional FY 04/05 funds should they materialize in the next authorization. Additionally, it is anticipated that the Nyberg Interchange project sponsors will apply for ODOT Bond funding of the project. Should bond funds be awarded to the project, any released regional funds would be applied toward the Connector project.

Option 2: I-5/Nyberg Overcrossing Strategy

Option 2 would balance the program by award of only \$1.75 million, or half the \$3.5 million requested, for the I-5/Nyberg Overcrossing project. Tualatin would pursue the balance in the ODOT Bond program. Metro, and hopefully ODOT, would endorse the project to the OTC for bond funding. Should no bond funds be awarded, the \$1.75 million would be treated as a commitment against FY 2006 regional funds in the next update, or from additional FY 04/05 funds should they materialize in the next authorization. This would enable the project to proceed, at the latest, in fall of 2005.

Option 3: Overprogramming

Option 3 was developed during the TPAC meeting. It would not balance the program. Rather, it would approve overprogramming of the fourth year of the MTIP by \$1.712 million. (In other words, the Base Program in Exhibit 1 would be approved as shown.) Overprogramming would reduce revenue available for allocation in FY 06 (or earlier, depending on FY 04/05 revenue levels approved in the TEA-21 reauthorization) by \$1.712 million. It would permit programming the full amounts requested for both the Nyberg and Springwater projects and would enable pursuit of flexible financing arrangements by one or both projects that would not be possible without authorization of the full requests (e.g., advance construction agreements, State Infrastructure Bank loans, tapered match, etc).

TPAC RECOMMENDATION

The TPAC recommended program is based on a Metro staff recommendation that was reviewed at the August 31 TPAC meeting. The staff recommendation was based on blending a number of policy objectives and analyses, including:

- The technical ranking of each project and/or administrative factors that caused one project to move ahead of another;

- Metro Council policy guidelines for the program and their recommended project list, (all but one of the Council recommended projects is included in the TPAC recommended list); and
- A modal balance that recognized the multi-modal emphasis for the region's transportation system, as called out in the Regional Transportation Plan (RTP) and the 2040 Growth Concept; required bike, pedestrian and land use actions called for in the Portland-area Ozone and Carbon Monoxide Maintenance Plans; and general public opinion identified in recent Metro surveys and the MTIP public meetings held throughout the Update process.

On an 8/7 vote (one abstention), TPAC recommended that JPACT select Option 1 (cut \$1.712 million from the Springwater project) to reduce the Base Program presented by Metro Staff to \$38 million.

The discussion leading to this recommendation focused on a desire to recommend a \$38 million, financially constrained program; discomfort with the amount of funding contained in the Base Package for alternative modes; and the severity of congestion at the Nyberg interchange and its effects on both the Tualatin Town Center, freight access and I-5 operations.

Additionally, concern was expressed about over-programming on strategic grounds. The over-programming option developed at the meeting anticipated that both the Nyberg and Springwater project sponsors would pursue alternative funding. The Nyberg project would seek ODOT bond funds. The Springwater Connector project would compete in the State Transportation Enhancement program, which the OTC is expected to resume in FY 06. The ODOT representative questioned whether either project would fare well in these selection processes if the region had already made a funding commitment through the MTIP. Also, the Nyberg request will be small relative to most other projects expected to compete for the bond funds. Approving the modest Nyberg request might result in a decision by the OTC to drop an otherwise promising, but more expensive regional candidate.

There was also discussion about simply cutting approximately \$1.7 million of the lowest ranked projects. Given prospects for other revenue sources to pursue, and the realization that most of the lower ranked projects would come disproportionately from suburban areas of the region, TPAC did not consider this to be a viable or desirable means of balancing the program recommendation.

JPACT ACTION

JPACT was appraised of the testimony received at the Joint Metro Council Community Planning Committee/JPACT hearing held at Metro Headquarters on September 4. A copy of the testimony transcripts was entered into the record and is included as Attachment 5.

At the meeting, JPACT considered the TPAC recommendation, the two other options considered by TPAC, and two additional options presented at the meeting. In general, the discussion focused on finding a strategy that ensures funding for both the Nyberg Interchange and the

Springwater Corridor projects. JPACT considered a number of amendments to Resolution No. 01-3098:

By a vote of 5/yes, 11/no, JPACT decided not to over-program the MTIP.

By a vote of 11/yes, 5/no, JPACT endorsed the following amendment to the resolution:

- Funding for the Nyberg Interchange Widening project was decreased from \$3.5 million to \$1.788 million.
- Funding for the E. Bank Trail/Springwater Trail Connector project was increased from \$2.228 million to \$3.94 million.
- The Resolution was amended to add this fourth resolve: “JPACT and the Metro Council designates the I-5/Nyberg Interchange project as a top priority for funding through the 2001 Oregon Transportation Investment Act and will pursue and additional \$1.172 million for the project through the Investment Act process. Failing successful funding through the Oregon Transportation Investment Act process, the project is the top priority for STP funds available through the 2004 MTIP Update.”

On a unanimous vote, JPACT endorsed the following amendment to the resolution:

- Funding for the Boeckman Road PE was decreased from \$500,000 to no funding.
- Funding for the SMART Park & Ride and Transit Center project was increased from \$586,000 to \$1.086 million.
- Previously committed funding of \$540,000 for the Cornell Road Boulevard project right-of-way acquisition was decreased from \$540,000 to no funding; with this amount transferred to the I-5/Nyberg project. As a result, I-5 Nyberg was allocated total funding of \$2.328 million.

With the amendments listed above, JPACT unanimously approved Resolution No. 01-3098 (which is attached, and amended as Resolution No. 01-3098A).

Priorities 2002 MTIP timeline of key milestones September 2000 to September 2001

The following dates represent highlights of the Priorities 2002 MTIP update. The activities summarized include Metro coordination with area jurisdictions to establish revenue targets and project nomination, ranking and selection procedures. At each significant point in the decision process, notice was provided to concerned citizens and agency representatives consistent with Metro's public involvement procedures and federal public involvement requirements.

Sept. 25	Postcard notice of MITP proposed public process to 1,500 addresses (early 45-day public comment period kickoff)
Dec. 5	Postcard notification mailed regarding start of public comment period on MTIP process and selection criteria sent to 1,500
Dec. 18	Release of project ranking/selection process recommendations
Dec. 18 to Jan. 16	Public comment period on process and selection criteria
Jan. 10	News release sent to media on public hearing at Metro
Jan. 16	End of public comment period and MTIP hearing before Metro Community Planning Committee
Jan. 18	Publication of summary of public comments on MTIP process
Jan. 25	Metro Council approved process for selecting and ranking of MTIP projects
Feb. 6	First printing of MTIP fact sheet
Jan. 26 to April 2	Project solicitation period
April 12	Release of nominated MTIP projects to JPACT
April 27	Fact sheet on MTIP process and public involvement reprinted
May 21-24	Placement of ads for public comment period and meeting
May 30	Post card notification of public comment period and meeting
June 8	TPAC review of technical rankings (special meeting)
June 12	News release on public comment period and meeting
June 12 to July 11	MTIP project ranking public comment period
June 18	Open house and public comment meeting at Metro, 6 to 9 pm
July 12	JPACT review of public comments
July 27	TPAC review and discussion
August 9	JPACT review and discussion
August 23	Post card/e-mail notification of MTIP hearing on Sept. 4
August 27	News release to media on MTIP hearing on Sept. 4
August 31	TPAC recommendation on final MTIP projects
Sept. 4	Public hearing, Council Community Planning Committee, 6 pm
Sept. 13	JPACT consideration of MTIP resolution, 7:30 am
→ Sept.20	Metro Council consideration of MTIP resolution, 2 pm (tentative)

**PRIORITIES 2002 MTIP UPDATE
Technical Project Ranking Criteria**

**ATTACHMENT 2
To Resolution No. 01-3098A**

ROAD MODERNIZATION	ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VHD eliminated in 2020 with truck delay factored to auto equivalent value.	GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT in 2020 (or VT at interchanges and intersections).	GOAL: Implement Blvd Design Elements for Least Cost. (15 points) Cost/mile/benefit points	GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/Truck hours of delay eliminated in 2020.
GOAL: Reduce Congestion (25 points) Project derives from CMS, consistent with 10% per capita VMT reduction. Compare base year V/C ratio (pm peak hr & direction) against ratios with and without project.	GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points) Reward pavement condition that is currently "fair" and will be "poor" 10 years into future.	GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points) Encourage projects that incorporate maximum feasible Blvd street design elements so alternative travel modes are appealing & safer.	GOAL: Reduce Delay of Freight & Goods Movement In/Thru the Region (25 points) Truck hours of delay eliminated in 2020.
GOAL: Safety (20 points) Accident rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts.	GOAL: Safety (20 points) Accident Rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts.	GOAL: Safety (20 points) Target least safe/highest non-auto demand boulevard segments for improvement.	GOAL: Safety (20 points) Addresses high accident locations with special emphasis on hazardous road/rail situations and conflict with bike/pedestrian modes.

PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT reduced in 2020.	GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/(VMT * Ratio of '96 to 2020 mode splits in priority land uses needed to achieve 10% VMT reduction)/by miles.	GOAL: Reduce VMT at Reasonable Cost (15 points) Cost/VMT reduced in 2020.	GOAL: Increase Ridership at Reasonable Cost (25 points) Determine cost per new transit patron.	GOAL: Reduce VMT at Reasonable Cost (25 points) Cost/VMT reduced.
GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points) Compute new trips made by walking (or walking to transit) instead of by auto. Use 2020 mode split after reducing VMT 10%.	GOAL: Ridership (25 points) Determine potential ridership increase based on travel shed, socio-economic data and travel behavior survey data. Current methods assume 2020 mode splits adjusted to reflect 10% VMT reduction.	GOAL: Increase Non-Auto Mode Share (25 points) Determine increase of transit, walk and bike trips that result from TOD program subsidy of market development.	GOAL: Increase Modal Share (35 points) Compute benefits in relation to 2020 ridership targets in areas proposed for service additions.	GOAL: Increase Modal Share (35 points) Compute non-SOV mode share increase and VMT reduction.
GOAL: Safety (20 points) Project corrects an existing safety problem. Factors such as traffic volume, speed, road width, citizen complaints, and especially proximity to schools will be considered in determining critical safety problems.	GOAL: Safety (20 points) Factors include blind curves, high truck & auto volume, soft shoulders, high reported accident rate, high speeds and especially proximity to schools.	GOAL: Increase Density (20 points) Does the TOD project increase density within a one-quarter mile radius of transit above the level that would result without public subsidy from the TOD program?		

**METRO COUNCIL GUIDANCE:
2040 GROWTH CONCEPT
AND
PRIORITIES 2002 MTIP UPDATE**

Previous MTIP updates have emphasized implementation of the Region 2040 Growth Concept. It is the intention of the Metro Council that this emphasis be even more firmly advanced in the current update. Forty percent of the technical ranking of all candidate projects is linked to support of 2040 concepts. However, final selection of projects for funding is based on a combination of technical and administrative factors. At its January 25 meeting, the Metro Council approved supplemental guidance regarding specific elements of the 2040 Concept Plan that should be reflected in transportation programming decisions. The Council agreed that the guidance would not be formally amended into the Metro transportation project ranking system but that it should be provided as part of the solicitation package material. Under this guidance, the final list of the projects or programs proposed for funding should facilitate implementation of:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles,
- 5) development of a multi-modal transportation system,
- 6) projects for which there is no other readily available source of funding.



Explanation of Reductions to JPACT 150% List

1. Planning

- Willamette Shoreline Rail/Trail Study funding reduced from \$550,000 to \$300,000 to maintain geographic equity by allocating funds to other projects.
- RTP Corridor Project funding reduced from \$600,000 to \$300,000, conditioned upon matching resources from ODOT.

2. Road Modernization/Freeway

- Projects were selected in rank order through 5th rank.
- Gresham/Multnomah County ITS, Phase 3 (4th rank) funding reduced from \$1 million to \$750,000 to permit funding of more projects.
- Sunrise Corridor DEIS/FEIS/PE (5th rank) funding reduced from \$4 million for PE from I-205 to US 26 to \$2 million. Sunrise Corridor allocation assumes: (1) \$1 million will be used to complete the DEIS/FEIS/PE from I-205 to Rock Creek Junction, to be matched by County/ODOT resources as needed to complete the study; and (2) \$1 million will be used to complete RTP exceptions findings and master planning associated with potential future urban growth boundary decisions in the Damascus area to be matched by County funds.
- Sunnyside Road: 122nd/132nd (6th rank) was deferred to maintain geographic equity.
- Farmington: Murray/Hocken (7th rank) was deferred to permit funding of more projects (\$8.2 million project cost) and maintain geographic equity.
- SE Foster/Kelly Creek (10th rank). Although there are immediate, existing safety and congestion problems addressed by this project that are reportedly causing land use permits to be denied, the project was deferred by staff due to significant, longer-term transportation issues that will be evaluated as part of the Pleasant Valley Concept Plan process and the Powell/Foster Corridor planning project (2002 TGM program).
- Boeckman Road (11th rank) was partially retained because of Dammasch urban village land use planning issues and 92 percent funding overmatch.

3. Boulevards

- Projects were selected in rank order through 4th rank.
- Boones Ferry Road (5th) deferred because of significantly lower technical score, incomplete design process and to maintain geographic equity.

- Cornell Road (6th rank) was deferred because of significantly lower technical score, incomplete design process, and high overall cost. Previously allocated funds were retained to allow the design process to continue. Development of a revised boulevard that is more consistent with Metro's "Livable Streets" design guidelines is encouraged.

4. Pedestrian

- Projects were selected in rank order through 5th rank.
- While the regional pedestrian access to transit project ranked high in the technical process, the scoring did not reflect the generalized nature of the project compared to other, more specific projects in the pedestrian category. For this reason, staff recommends that allocation of funds to this program be deferred until a regional pedestrian system inventory and program are in place to identify more specific needs that could be funded through future MTIP cycles.
- Forest Grove pedestrian improvements (2nd rank) funding reduced from \$400,000 to \$200,000 to maintain geographic equity.
- 257th Avenue (6th rank) deferred to maintain geographic equity.

5. Bike/Trail

- Projects were selected in rank order through 4th rank.
- Washington Street (5th rank) was deferred to maintain modal and geographic equity.

6. TDM

- The Regional TDM Program funding reduced by \$495,000, which is proportionally similar to funding reductions in other transportation modes throughout the MTIP. Emphasis was placed on preserving the core TDM program housed at Tri-Met (1st rank), while sustaining activity in other Regional TDM components, including the SMART TDM Program, the TMA Assistance Program and the Region 2040 Initiatives Program.
- TMA Assistance (3rd rank) funding reduced from \$500,000 to \$250,000. The program was renamed "TMA Stabilization" and emphasizes sustaining existing TMAs rather than starting new TMAs at this time.
- The Region 2040 Initiatives (2nd rank) funding reduced from \$500,000 to \$280,000.
- SMART TDM (5th rank) funding reduced from \$145,000 to \$110,000. This amount being consistent with the past Priorities 2000 allocation.

7. TOD

- Metro TOD program (1st rank) funding reduced from \$2 million to \$1.5 million to maintain geographic equity

8. Transit

- SMART Transit Center and Park-and-Ride (2nd rank) funding reduced from \$1.172 million to \$586,000 to maintain geographic equity. This provides 50 percent of the request for right-of-way purchase of a land parcel to serve as a transit center and park-and-ride for the SMART transit system. Federal discretionary transit funds were adopted

as part of the region's FY2002 priorities for construction. The land parcel is located near the terminus station of the proposed Washington County commuter rail project.

- Staff recommends creation of a Transit Investment Plan reserve that includes \$2.85 million requested for continuation of the McLoughlin/Barber service (1st ranked) and half of the funds requested for Gresham and BV/Tigard TCL (3rd and 4th ranked). This allocation would establish a reserve for funding transit capital projects and start-up costs for new service as prioritized by a short-term Transit Investment Plan at Tri-Met. To obtain regional funding from the reserve, Tri-Met would need to identify the capital projects or start-up service from their plan and obtain an MTIP amendment through the TPAC/JPACT/Metro Council decision process.

This is intended to establish a process that encourages regional funding to be used for capital projects and start-up service while recognizing the need to transition existing service supported by regional funding to a stable source of funding from other sources. The amount proposed to be allocated is \$1.794 million more than the amount requested for continuation of previous MTIP allocations for McLoughlin and Barber Boulevard bus service increases.

This allocation also supports the concept of Tri-Met developing a short-term strategy to implement the 20-year RTP priority system and to guide their annual service planning process. The development of such a short-term strategy should articulate trade-offs of providing different types of transit service and prioritize which capital investments and start-up service Tri-Met will be requesting MTIP allocations fund. Requests for start-up service should be accompanied by a strategy for long-term funding at conclusion of the TDP process.

9. Freight

- The East End Connector was deferred for reasons of geographic equity and because it is a strong candidate for ODOT Bond Program funding.

Priorities 2002

Metropolitan
Transportation
Improvement
Program

2002-2005

**Public comments
on final MTIP funding
recommendation**

September 12, 2001

**Priorities 2002 MTIP
Final Recommendations
Public Comments**

**Summary of Final Public Comments
September 12, 2001**

This report provides a summary of final public comments received on final recommendations made by the Transportation Policy Alternatives Committee (TPAC) for transportation project funding priorities in the 2002-2005 Metropolitan Transportation Improvement Program (MTIP).

The MTIP is a regional transportation funding program that identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions submit transportation projects to Metro for funding consideration. Eligible projects range from freeways, roads and highways to buses, bicycle lanes, boulevards, pedestrian improvements and planning projects. For the first time, freeways improvements are in the proposed project list.

Section One

Public hearing testimony

A public hearing was held at 5 p.m. on Tuesday, September 4, 2001 in Metro's Council Chamber. The Metro Council Community Planning Committee received forty-eight oral comments. Council members present consisted of Chair Rod Park, Bill Atherton, David Bragdon, Susan McLain and Rod Monroe. Members of the Joint Policy Advisory Committee on Transportation (JPACT) attending the hearing included Charlie Hales, City of Portland; Brian Newman, City of Milwaukie; Bill Kennemer, Clackamas County; Kay Van Sickel, ODOT; Craig Pridemore, Clark County; and Lonnie Roberts, Multnomah County.

Oral testimony was summarized in the draft minutes of the hearing and may be found in Section One of the report, including written comments and attachments turned in to support oral testimony.

The majority of comments concerned TPAC's recommendation to balance the MTIP program by cutting back the Springwater/East Bank Trail Connector projects while retaining full funding for the Nyberg Interchange project. Many testified in favor of restoring funding for the Springwater Connector project. Slightly fewer comments sought to retain full funding of the Nyberg Interchange project.

Comments were also received supporting recommended funding for the following projects:

- Johnson Creek Boulevard reconstruction
- Gateway TOD project and 102nd Avenue: Hancock/Main Boulevard project
- Molalla Avenue Pedestrian project
- McLoughlin Boulevard project in Oregon City
- 223rd Avenue widening in Fairview
- Willamette Shoreline Rail and Trail Study
- North Lombard Rail Overcrossing
- Gresham ITS Phase 3
- Morrison Bridge Bike Lane
- South Corridor DEIS
- Fanno Creek Trail, Phase 2

Comments were received encouraging restoration of funding for the following projects:

- Washington Street bike lanes in Oregon City
- Full funding for the TMA Stabilizing and 2040 Initiatives programs
- Boeckman Road construction and the SMART park & ride
- 162nd/Foster Road/Kelly Creek bridge
- Cornell Road Boulevard project

Comments were received on the topic of funding mainline freeway planning from regional sources.

- Opinion was divided on funding any portion of the Sunrise Corridor planning /design work
- Opinion was generally negative on funding any portion of mainline freeway work from regional sources.

Comments were received indicating favorable anticipation of ODOT Bond Program financing of the East End Connector project.

Section Two

Summary of written and hotline comments

Written and oral comments (not made at the hearing) may be found in Section Two. Twenty-nine comments were received by mail, fax, e-mail and transportation phone hotline through September 10, 2001.

The comments are summarized in Section Two of this report. The letters, e-mails and fax documents are included following the summaries.

General summary of comments

In general, many comments were received in favor of fully funding the Springwater Trail Connection, the I-5/Nyberg Road Interchange/Widening project and the Transportation Demand Management programs, especially the TMAs.

Several comments were in favor of the Pedestrian Access to Transit program and the Southeast Foster Road and 162nd Avenue project.

Other projects were mentioned, including the Boeckman Road extension and SMART Park-and-Ride facility, South Corridor Transportation Study, Molalla Avenue Sidewalk project, North Lombard Overcrossing, Columbia/Killingsworth Connector, Sunrise Corridor PE, Sunnyside Road, Clackamas County ITS program and Harmony/Linwood final design.

Section One

Testimony at public hearing

September 4, 2001

**MINUTES OF THE METRO COUNCIL COMMUNITY PLANNING COMMITTEE/
JOINT POLICY ADVISORY COMMITTEE (JPACT) MEETING (PUBLIC HEARING)
Part II**

Tuesday, September 4, 2001

Public Hearing

Metro Council Community Planning Committee members present: Rod Park (Chair), Bill Atherton, David Bragdon, Susan McLain and Rod Monroe.

The JPACT members present: Commissioner Charlie Hales, City of Portland; Councilor Brian Newman, City of Milwaukie, representing the Cities of Clackamas County; Commissioner Bill Kennemer, Clackamas County; Kay Van Sickel, Region 1 Manager, Oregon Department of Transportation; Commissioner Craig Pridemore, Clark County; and Commissioner Lonnie Roberts, Multnomah County.

Chair Park reconvened the meeting at 5:05 p.m., then welcomed and introduced the attending JPACT members to the audience.

Chair Park then opened the public hearing.

6. **Resolution No. 01-3098** – For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Allocate FY 2004-2005 Congestion Mitigation/Air Quality (CMAQ) and Surface Transportation Program (STP) Funds

Mr. Cotugno then explained the MTIP process and the recommendations for approval. A revised version of the resolution was distributed as well as the Priorities 2002 MTIP Update Project Summary of TPAC Program Recommendation, both dated September 4, 2001, and both made a part of this record. Mr. Cotugno referred to the Priorities 2002 MTIP timeline of key milestones (Attachment 1 to the staff report of the resolution). He explained that the TPAC Program Recommendation included the overall process, the criteria, the projects recommended for funding, the projects recommended for cutting, and a series of the options considered, as well as the resolution itself. The Project Summary was a supplemental packet giving specifics of the projects. The recommended list, he said, was the result of many meetings and was the final recommendation to be used to narrow it down further to balance to the dollars available. Mr. Cotugno emphasized that this list did not address all the transportation funds available to spend in the metropolitan area, but was for the particular categories that Metro has the discretion to allocate, i.e., strictly a category of funds called Surface Transportation Program that are flexible and are intended for metropolitan areas to spend on multi-modal purposes, as well as what are called CMAQ (Congestion Mitigation Air Quality) funds which can only be spent on projects designed to reduce vehicle emissions and cannot be spent on roadway expansion projects.

Of the approximate \$50 million resources to be allocated (at \$25 million per year for 2004 and 2005), a little over 50% of the available funds are totally flexible and can be spent on any purpose, and a little under 50% can only be spent on alternative mode purposes.

The recommendation included in the agenda packet was the draft staff recommendation that went to the Transportation Policy Alternatives Committee (TPAC) on August 31, 2001, he said, and which was \$1.7 million too high. The packet distributed at this meeting was the TPAC recommendation from their August 31st meeting, and differed somewhat. Mr. Cotugno then highlighted the overall TPAC

recommendation, some of the alternatives that were considered for that recommendation, and some of the conditions associated with some of the projects. The fold-out matrix in the TPAC recommendation was what Mr. Cotugno used for these explanations (Exhibit A to the resolution), pointing out the \$38 million of available funds to new projects and the \$12 million to the past commitment toward Interstate MAX, and also stating that this matrix showed a balanced program. The options proposed in this matrix to balance the projects to the available funds were included in the staff report. Lastly, Mr. Cotugno called attention to Exhibit B to the resolution that stated certain conditions to the projects.

Councilor Monroe, as chair of JPACT, explained to the audience the political process of determining these lists, saying that this year the Metro Council opted to weigh in early and sent a list of their high priority projects to JPACT. Staff then compiled a recommended "cut" list that was then sent to TPAC, and TPAC then made their recommendation to JPACT. TPAC disagreed with the staff recommendation on one project – the Springwater Trail funding, which TPAC voted 8-to-7 to cut in half, and to fully fund the Nyberg Interchange project. A letter from the full Multnomah County Board of Commissioner was received (and is made a part of this record) stating that they disagreed with the Multnomah County TPAC member's vote. JPACT will make the decision on September 13th, and that list is projected to come before the Metro Council September 20th for their approval or disagreement.

Chair Park opened the meeting to public testimony.

1. Mayor Gene Grant, City of Happy Valley, 11311 SE Charview Ct., Clackamas, OR 97015, urged rejection of Option 1 of the TPAC approved staff report, to replace it with staff recommended Option 3 for reasons stated earlier by Mr. Cotugno.

Mayor Grant said he was aware that the Clackamas County representative voted in favor of the TPAC Option 1, and he felt that was a mistake. He said he's spoken with Commissioner Kennemer and hoped to persuade him to take the same approach as the Multnomah County Commissioners. He said he has confirmed with both Lake Oswego and Milwaukie, as well as Happy Valley, support of full funding of the Springwater project. The project is a vital missing link; he personally uses it and feels it's an extremely important, high priority project.

2. Brion Barnett, Engineering Department staff, City of Milwaukie, 6101 SE Johnson Creek Blvd., Milwaukie, OR 97206. Mr. Barnett said the City of Milwaukie also supports full funding for the Springwater project, that a large portion of this connection to the project lies within Milwaukie's city limits. He said Milwaukie feels that building in one phase has the potential for a low overall construction cost rather than building it in two phases. Milwaukie also disagrees with Clackamas County's recommendation to not fund it. Mr. Barnett also thanked TPAC for supporting 100% funding for the Johnson Road project.
3. Martha Waldemar, Chair, Sunnyside United Neighbors CPO, P.O. Box 306, Clackamas, OR 97015, spoke in support of funding the Sunrise Corridor. Ms. Waldemar gave a brief overview of what the congestion was like with all the trucks serving the metropolitan area.
4. Barb Stickley, (PAC), 11331 SE Alder St., 97216, asked for the financial support to move forward with the purchase of a one-acre parcel from Tri-Met, the first step for creating an integral part of the vision for Portland's only regional center. Having a say in what happens at this corner is integral to uphold the integrity of the Opportunity Gateway Concept Plan. This Council's support was appreciated by the people who live and work in the Gateway area, and the people who travel there.

5. Arlene Kimura, Opportunity Gateway People's Advisory Committee, chair of Hazelwood Neighborhood Association, 112 NE 173rd, Portland, OR 97230, testified in favor of Ms. Stickley's testimony, adding that the redevelopment of the four corners would also increase the need for parking at the Transit Center and that buying another section of acreage was critical for parking for transit.
6. Beth Baltz, Transportation Chair of the Opportunity Gateway PAC, spoke to the funding of the design work on NE 102nd. This street will be the spine of the newest urban renewal area in the city of Portland, she added.

Commissioner Charlie Hales asked for clarification that the funding in the TPAC recommended list was sufficient to accomplish what she wanted done in the next phase. Ms. Baltz agreed.

7. Nancy Kraushaar, staff, City of Oregon City and TPAC member representing the Cities of Clackamas County, testified for the Oregon City Transportation Advisory Committee and submitted written testimony (included as part of this record) in support of the Molalla Avenue Sidewalk Project and the McLoughlin Boulevard Improvements project
8. Commissioner Doug Neeley, City of Oregon City, 712 12th St., Oregon City, OR 97045, spoke to a project that had been cut, the Washington Street Bike Lane. He said Oregon City has projects that would form links to this that will be coming up next year and they would appreciate this being considered.
9. Councilor Len Edwards, City of Fairview, 635 Lincoln St. (P. O. Box 213), Fairview, OR 97024, thanked the committee for the \$134,000 proposed allocation for the right-of-way on the 223rd Overcrossing. He said the people of Fairview can't get to the biggest regional park, Blue Lake, by walking or biking under 223rd because it's too dangerous, and yet there was a \$6,700,000 proposed allocation for Pedestrians and Bike rights-of-way elsewhere.
10. Victoria Brown, manager of the Tualatin Chamber TMA, P. O. Box 701, Tualatin, OR 97062, asked the committee and JPACT to consider full funding for the regional Transportation Demand Management (TDM) program, especially the Regional 2040 Initiatives program. TDM programs provide service against traffic congestion as well as access to jobs, she said.
11. John Bendit, Upscale Automotive and Tualatin TMA Steering Committee, 19460 SW 89th Avenue, Tualatin, OR 97062, requested full funding of the TDM programs at last year's level. He said it's been proven nationally that TMAs and related programs such as shuttle services need ongoing public funding in addition to private funding. This is a very, very successful program and gets people that last mile to their jobs in the Tualatin area. Without this funding the carpool and shuttle programs will cease to exist.
12. Jim Duncan, Gateway area resident, 9823 NE Irving St., Portland, OR 97220, testified as a non-business person serving on the Opportunity Gateway People's Advisory Committee. Mr. Duncan said he supports funding of PTOD1, the Gateway Regional Center TOD project. The flow of traffic there is a major problem for residents, tied up by non-area commuters from the park-and-ride. For this reason, he supports funding of the transportation improvements in this area to proceed sooner than later.

13. Donald Dauterman, President, Durametal Corp., P. O. Box 606, Tualatin, OR 97062, testified in favor of the Nyberg Interchange project. His company employs 100 people and has 15 tons of material coming in and out of the factory every day. The area has grown, and the truck traffic connecting up with I-5/Nyberg Road has increased tremendously. He encouraged this project being on the top of the list and funding found by whatever means.
14. Lenny Dee, 2588 NE 31st, Portland, OR 97212, presented written testimony (included as a part of this record) on behalf of the Coalition for a Livable Future (CLF) made up of over 60 non-profits organizations in the region working for a just and equitable region. He urged allocation of regional transportation funds in a way that was most supportive of the 2040 Vision.
15. John LeCavalier (no testimony card), Coalition for a Livable Future, Natural Resources Working Group, 1622 SE 55th, Portland, OR, and a worker at Clackamas Community College, said that as he listened to Commissioner Neeley and Nancy Kraushaar and others from Clackamas County, it struck him how important this regional approach is. Mr. LeCavalier also supported funding for the Springwater Corridor project, one reason being to allow people to "amble."
16. Becky Smith, Coalition for a Livable Future, Housing Working Group, 3309 SE 15th, Portland, OR 97212, and a worker in Hillsboro, said transportation issues are critical to affordable housing, and also supported the criteria established by the Council in January for the perspective of the whole region to make sure at least some of these projects meet the 2040 Plan for the region.
17. Jacob Brostoff, Transportation Advocate, 1000 Friends of Oregon, 534 SW 3rd, Suite 300, Portland, OR, said he also represented the Coalition for a Livable Future. Mr. Brostoff spoke briefly to the Coalition's perspective of the larger picture and why the MTIP projects and the funding structure matter to the Coalition. He also said the Council's criteria eloquently articulates the Coalition's vision for the region's future. He said he did not want to repeat his colleagues' testimony, but to reiterate it. The mix of projects achieved the right mix of transportation and land use, and CLF was very pleased with that.
18. John Geffel, Senior Vice President of Marketing and Operations, Timberline Software Corporation, 15195 NW Greenbrier Parkway, Beaverton, OR 97006, submitted written testimony (included as a part of this record) relative to the Westside Transportation Alliance and their mission, formation and funding, and he urged support of the region's TMAs.
19. Catherine Ciarlo, Executive Director of the Bicycle Transportation Alliance, 1220 SW Morrison St., Portland, OR 97205, encouraged the Metro Council and JPACT to reinstate full funding for the Springwater Corridor. She also recognized the work Metro staff did in putting together their recommendation that provides transportation options in the metropolitan area. As a member of the Board of Directors of the Oregon Climate Trust, Ms. Ciarlo asked if the committee and JPACT would consider reinstating funding of the Region 2040 Initiatives.
20. Judy Edwards, Executive Director, Westside Transportation Alliance, 15455 NW Greenbrier Parkway, Suite 210, Beaverton, OR 97006, provided written testimony (included as a part of this record) urging funding support for the TDM program housed at Tri-Met, and full funding at \$500,000 each for TMAs and for the Region 2040 Initiatives.

21. Ross Williams, Citizens for Sensible Transportation, 1220 SW Morrison, Suite 535, Portland, OR 97205, submitted written testimony (included as a part of this record), supporting restoring full funding of the region's TDM program, funding pedestrian access to transit, supporting the Cornell Road/Cedar Mill Town Center boulevard treatment, and full funding of the Springwater Corridor. Mr. Williams also commented on the Mainline Freeway Projects and suggested another choice between the Nyberg Interchange versus the Springwater Corridor of going back to not funding Mainline Freeway Projects.
22. Nancy Christie, Department Administrator for Biochemistry and Molecular Biology, and Volunteer Transportation Coordinator, OGI School of Science and Engineering at OHSU (formerly Oregon Graduate Institute), OSU, 20000 NW Walker Rd., Beaverton, OR 97006, spoke in support of the Westside TMA, and the funding options Judy Edwards proposed in her testimony, and told the committee how the TMAs beneficially affect OGI.
23. Greg McPherson, 7430 SE 27th Avenue, Portland, OR 97202, spoke in favor of full funding for the Springwater Corridor.
24. Ted Gilbert, Opportunity Gateway Program Advisory Committee, a property owner and a stakeholder in the four-corners area (NE 99th and Pacific intersection), which includes the Gateway Transit Center. His company's vision, along with PacTrust, hopes to create an area called Gateway Station in next five years, which could include as much as 50 acres, and would be a vital, lively, attractive district. Mr. Gilbert thought this was an unparalleled opportunity for this region and a meaningful investment here would allow Tri-Met and PDC to work on one of the key corners of the four corners, and he added that the potential MAX south and north lines would make this the most accessible location in the region.
25. Steve Gutman, private citizen and commercial lender at ShoreBank Pacific, 1823 SE 33rd, Portland, OR 97214, said he spoke on behalf of the hundreds of people who sent postcards, e-mails and made phone calls urging the Metro Council to fund completion of the Springwater Trail. This is the only pot of dollars for Springwater, Mr. Gutman said, and he urged full funding. Livability itself is becoming a major regional economic engine. Portland is becoming synonymous with livability and its citizens want their selected representatives to invest their hard earned money to keep it that way.
26. Dick Jones, 3205 SE Vinyard Rd., Oak Gr., 97267, submitted written testimony (included as a part of this record) supporting MTIP funding for Sunrise Corridor project.
27. Danielle Cowan, Public Affairs Director, City of Wilsonville, 30000 SW Town Center Loop East, Wilsonville, OR 97070, representing the Wilsonville City Council and Wilsonville Mayor Charlotte Lehan, testified that Wilsonville appreciates the staff and TPAC recommendations to partially fund the Boeckman Road Extension and the SMART park-and-ride facility, and she urged JPACT and the Metro Council to fully fund both of these projects as they are critical to providing an important and necessary link for commuters traveling north and south along I-5 through Wilsonville. Responding to a question from Councilor Newman, Ms. Cowan said that the 50% funding level of either project was unknown to Wilsonville until today and they hadn't had the opportunity to determine alternative funding. It was possible, she said, that the funding reduction wouldn't allow them to do anything.

28. Dick Cooley, Opportunity Gateway PAC Chair, 141 SW Wright Ave., Portland, OR 97201, spoke in support of two major projects in Gateway. The Gateway Regional Center TOD and the NE 102nd Boulevard Design projects will not happen without the kind of early attention asked for in these two projects, and he urged support for them.
29. Mark Schoening, City Engineer, City of Lake Oswego, P. O. Box 369, Lake Oswego, OR 97034, said Lake Oswego supports (as JPACT recommended) the planning study of the Willamette Shore Rail/Trail Line, believing even with the reduced funding that the goals of the study can be accomplished. The Boones Ferry Corridor Study, which didn't make the final cut to the 100% list, is a project that Lake Oswego has fully funded that's being completed and will be taken to their Planning Commission to amend their Comprehensive Plan and Public Facilities Plan. They're disappointed that the pre-design money was cut, but have high expectations for next time.
30. Michael Wolfe, 2387 NW Northrup, #5, Portland, OR 97210, testified for full funding of the original \$4 million for the Springwater Trail connection, specifically by answering three potential objections: 1) it's a more recreation oriented than transportation oriented facility; 2) it's only a Portland project, and 3) it's the cost. His perspective was to look at Metro's bike map . . . the Springwater link would integrate the whole. Doing the easy and cheap will always ensure a piecemeal approach, he said, and urged approval of full funding for the project.
31. Rose Rummel-Eury, member of the Bicycle Transportation Alliance (BTA) and a TAB board member of Lake Oswego, 5010-D Foothills Rd., Lake Oswego, OR 97034, spoke in support of the Willamette Shores Trail Study. Ms. Rummel-Eury said she was also here on behalf of her parents who live in Durham, NC, and who have seen their quality of life go down, while their daughter lives car free and carefree. She said she hopes Metro continues to live by its 2040 Vision. She also spoke to the traffic problem along the highway strip between the Sellwood Bridge and downtown Lake Oswego, and how dangerous it was.
32. Jerry Foy, 15142 SE Fair Oaks Ave., Oak Grove, OR, Vice-chair of the Oak Lodge CPO, a member of Clackamas County's Concurrency Committee, and a lifelong resident of Clackamas County, thanked the committee and JPACT for funding the engineering studies required for the Sunrise Corridor project. He said this is probably the most important transportation project in Clackamas County and will likely have the biggest impact on the county growth pattern in the next decade. This project is critical to success of commercial and public transportation.
33. Margaret Pritchard, 2510 SE Concord Rd., Milwaukie, OR 97267 (Oak Grove area), testified as a member of the North Clackamas County Chamber, Land Use/Transportation Committee, that their highest priority was the Sunrise Corridor, with the main interest being livability and job availability in Clackamas County. Portland would no longer be livable if it didn't have the freight on Sunrise Corridor.
34. Paul Grosjean, Pleasant Valley Neighborhood Association, 15714 SE Henderson Way, Portland, OR 97236, spoke to the SE 162nd and Foster (SE Foster Rd./Kelly Creek project), which made the cut list. Mr. Grosjean said this was a Portland transportation issue, but also a regional issue, which makes it a Metro issue. It's an environmental issue regarding the fish habitat, which Metro has pledged to support, and this project would correct a substandard culvert. It's a safety issue (or a human habitat issue) in that it's dangerous now and is getting more so, with 16,000 cars using the intersection each day with the one stop sign. None of the transportation master plans for this area include this project, and this is a bad premise. Mr. Grosjean asked the committee and JPACT to please review and fund this project.

35. Bill DeWitt, 15842 SE Henderson Way, Portland, OR 97236, resident of Hawthorne Ridge, and on the Board of Directors of the Homeowners Association, also spoke to the SE 162nd and Foster Road intersection, and said he represented the 500+ people who use it daily. Mr. DeWitt then described a typical day at the intersection, explaining how dangerous it is. He said that five years ago the City of Portland asked the citizens to put up their own money (500 people contributed \$900,000), saying no more houses could be built until a stoplight was approved. Today, the light is still not there and the City of Portland still has their money.

Councilor Monroe added that Mr. DeWitt's description of the intersection was not an exaggeration, that it was the most dangerous one he'd ever gone through.

Commissioner Lonnie Roberts asked Mr. DeWitt if the light at SE 174th has helped, and Mr. DeWitt said it has, a little. Commissioner Roberts, Mr. DeWitt, Paul Grosjean, Councilor Atherton and Portland Commissioner Charlie Hales had a conversation about the funds the citizens had provided, and how the City of Portland could not come up with matching funds, after many attempts to do so, to put in the stoplight.

36. Jack Newlevant, 1904 SE Hemlock Ave., Portland, OR 97214, testified as a member of the City of Portland Bicycle Advisory Committee, communicating his support for the Springwater Trail, and added that he's very enthusiastic about Metro's acquisition of the property along the river.
37. Robert Schmidt, 824 SE Lambert St., Portland, OR 97202, Board of Directors of the Sellwood Moreland Improvement League (SMILE), and an ODOT employee, said he is a strong bicycle advocate and supports funding for the Springwater Trail connection, as it is a vital link and it supports the 2040 Plan.
38. Gary Mengis, 15706 SE Henderson Way, Portland, OR, and president of the Hawthorne Ridge Homeowners Association. Mr. Mengis testified on the SE 162nd and Foster Road intersection, saying it's the only viable route to Portland for the area's 500 homeowners. He said he wants to go on record that he loves bicycles, but this intersection is incredibly dangerous, and the past week there was a fatality accident there.
39. Robert Porter, 2185 NW 124th Ave., Portland, OR 97229 (Cedar Mill area of Washington County), a citizen member of Washington County's Cornell and Barnes Road Project Advisory Committee, voiced his disappointment that the Cornell Road project was dropped from the MTIP Boulevard Projects list. One of the reasons given for withholding the funds on the project, he said, was that the design wasn't completed. Mr. Porter said it's difficult to design something when you don't know how much money will be allocated for the project. He said he hopes there's some awareness of how important it is for the Cedar Mill Town Center to be developed, and hopes for future funding set-asides for it.

Presiding Officer Bragdon told Mr. Porter that this project has been discussed, and to not give up hope, that Metro wants to encourage the design of this to continue. When Washington County brought it forward, Presiding Officer Bragdon said, it wasn't working the way even the neighborhood wanted it, so he encouraged Mr. Porter to continue working on it. Chair Park added that he agreed with the Presiding Officer.

40. Patti McCoy, P. O. Box 55651, Portland, OR 97238, of the Columbia Corridor Association (CCA), spoke to the N. Lombard Overcrossing project, and the Gresham/Multnomah County ITS Phase 3 project, saying she fully concurred with JPACT and strongly supported these. The Columbia/Killingsworth project continues to be an extremely high priority for the Columbia Corridor Association. The region needs to look at other funding mechanisms, she added, saying that strategic investments in the transportation infrastructure are critical to maintaining the economic engine of the region. Absent the funding for the Columbia/Killingsworth east end connector project, CCA anticipates support through the 2001 Transportation Investment Act.
41. Fred Nussbaum, 6510 SW Barnes Rd., Portland, OR 97225, spoke representing the Association of Oregon Rail and Transit Advocates (AORTA), Portland Chapter, and as a 42-year resident, and said he opposes any capacity increases like the Sunrise Corridor, the Nyberg Bridge crossing, or Hwy. 26 widening, whether for construction or preliminary engineering. More effort needs to be put into alternatives. More freight can be put into railroads; everyone and every jurisdiction can do something to change this. Mr. Nussbaum also spoke in support of commuter rail and funding the Springwater Trail project, and said he particularly supported Tri-Met receiving full MTIP funding for capital projects, but not for operations.
42. Phil Goff, 1955 NW Hoyt St., #24, Portland, OR 97209, spoke representing the Portland Bicycle Advisory Committee who concurred with the recommendations to fund the Springwater Trail and Morrison Bridge projects, which has been the highest priority for their committee. In principal, he said, all non-freeway bridges in Portland need to be available for all modes of transportation. When barriers like the Willamette River are overcome, bike use explodes.
43. Mark Norberg, 4845 SW 195th Ct., Aloha, OR 97007, appeared as a member of the Bicycle Transportation Alliance (BTA), Washington County chapter. Mr. Norberg said that since the City of Portland is the most bike friendly city in the United States, he'd like to see that friendliness extended to the rest of the metropolitan area. Mr. Norberg said he was very much in favor of bicycle projects and other projects that support alternative transportation, especially the Fanno Creek Trail and the Springwater Connection Trail. He said it just makes sense to fund alternative forms of transportation as bicycling is a valid form of transportation, it doesn't take up as much room as cars, and it doesn't use nor burn fossil fuels. He urged the committee and JPACT to use any remaining funds for transportation alternatives.
44. Ed Jahn, 14109 SE Fair Oaks Ave., Milwaukie, OR 97267, and a television producer for Oregon Public Broadcasting (OPB), supported the South Corridor DEIS and the Willamette Shoreline Rail and Trail. Mr. Jahn said he was a regular bike commuter, but holds onto his car because bike options are limited. He said he would support any proposal that brings mass transit, etc., to Milwaukie, and if rapid transit went from Milwaukie to Lake Oswego, where he worked, he'd give away his car.
45. Mike McKillip, City of Tualatin, 18880 SW Martinazzi Ave., Tualatin, OR 97062, spoke on behalf of the City of Tualatin to fully support the staff recommendation to fully fund the I-5/Nyberg Interchange project. This project will help that area to continue growing. Forty-six percent of the respondents to a recent survey said the traffic congestion on the Tualatin/Sherwood Road was their number one concern in the city, and the next highest ranked issue was only 15 or 16 percent. Tualatin citizens think their city's done a lot in the last 20 years toward being a 2040-type development with a fairly equal balance of housing/jobs, redeveloped jobs, greenway corridor setbacks, etc. This project would serve traffic coming into and going out of their area. For these reasons, in addition to all the other comments they've made in the past, Tualatin supports full funding of the I-5/Nyberg Interchange project.

46. John Fahsbender, 4136 NE 31st Ave., Portland, OR 97211, spoke as a member of the Bicycle Transportation Alliance and said he supported full funding of the Springwater Trail and the Morrison Bridge project, and urged the committee and JPACT to continue to fund transportation alternatives.
47. Commissioner Lonnie Roberts, Multnomah County Board of Commissioner, 601 SE Hawthorne Blvd., Portland, OR 97214, spoke to the Board of Commissioner's letter to the Community Planning Committee, faxed just prior to the beginning of the meeting (and made a part of this record). The letter stated Multnomah County's support for full funding of the Springwater Trail project, the Morrison Bridge Bike/Pedestrian Facility and the 223rd Ave. Railroad Overcrossing Right-of-Way.
48. Clark County Commissioner Craig Pridemore said he appreciated this joint public hearing and the opportunity to hear public comment from this side of the river, particularly when so much of the testimony was positive and affirmative.

Chair Park thanked everyone who testified and participated, and reminded them that JPACT would be meeting the following Thursday, September 13, for next step in the MTIP process, and then final action by the Metro Council tentatively scheduled for September 20, 2001.

9. **Councilor Communications** – None.

There being no further business for the committee, Chair Park adjourned the meeting at 8:47 p.m.

Respectfully submitted,

Rooney Barker
Council Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 4, 2001

The following have been included as part of the official public record:

REFERENCE/ ORDINANCE/RESOLUTION	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
Agenda Item 7.	Sept. 4, 2001	Planning Department Progress Report, re the Westside Transportation Alliance and their mission, formation and funding.	090401cp-01
Agenda Item 3.	Sept. 4, 2001	MetroScope Results (copy of presentation)	090401cp-02
	Aug. 29, 2001	Status of Compliance with the Functional Plan	090401cp-03
	Sept. 4, 2001	Memo from Councilor McLain to Community Planning Committee re Amendments to the Urban Growth Boundary	090401cp-04

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 4, 2001
 (continued)

REFERENCE/ ORDINANCE/RESOLUTION	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
Agenda Item 3.	Sept. 4, 2001	Proposed Regional Framework Plan and Code amendments (redline version), distributed with Councilor McLain's memo, Proposed Amendments to the Regional Framework Plan and the Code on "Locational Adjustments" and "Major Amendments," by Richard Benner, Office of General Counsel	090401cp-05
	Sept. 4, 2001	Proposed Regional Framework Plan and Code amendments (clean text version), distributed with Councilor McLain's memo, Major Amendments/Locational Adjustments - Clean Text	090401cp-06
Agenda Item 6.	Sept. 4, 2001	TPAC Program Recommendation (revised Resolution No. 01-3098	090401cp-07
	Sept. 4, 2001	Priorities 2002 MTIP Update Project Summary of TPAC Program Recommendation	090401cp-08
	Sept. 4, 2001	Letter to Metro Council and Community Planning Committee from Oregon City Transportation Advisory Committee, Ginger Taylor and Melanie Paulo, Co-Chairs	090401cp-09
	Sept. 4, 2001	Testimony by Lenny Dee on behalf of the Coalition for a Livable Future, Transportation Reform Working Group	090401cp-10
	Sept. 4, 2001	Testimony Transcript from John Geffel, Sr. VP Marketing & Operations, re the Westside Transportation Alliance and their mission, formation and funding.	090401cp-11
	Sept. 4, 2001	Westside Transportation Alliance, Metro Public hearing on MTIP, submitted by Judy Edwards, Executive Director	090401cp-12
	Sept. 4, 2001	Ross Williams, Citizens for Sensible Transportation, Testimony to Joint Metro Community Planning Committee/JPACT Public Hearing	090401cp-13

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 4, 2001
(continued)

REFERENCE/ ORDINANCE/RESOLUTION	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
Agenda Item 6.	Sept. 4, 2001	Letter to Metro Council from Dick Jones re Support for MTIP funding of the Sunrise Corridor project	090401cp-14
	Sept. 4, 2001	Letter to Rod Park, Community Planning Committee Chair, from the Multnomah County Board of Commissioners, in support of full funding for the Springwater Trail project, the Morrison Bridge Bike/Pedestrian Facility and the 223 rd Ave. Railroad Overcrossing Right-of-Way.	090401cp-15

Testimony cards

50 cards were submitted requesting testimony on the MTIP (Resolution No. 01-3098). One card was a duplicate, and two had to leave the meeting before they could give their testimony (below).

Margaret Branson
Citizen/Sellwood Moreland Imp. League
Friends of Oaks Bottom
P. O. Box 820051
Portland, OR 97282

Aleta Woodruff (in favor of the resolution)
Opportunity Gateway PAC
No address given
Portland, OR

September 4, 2001

Metro Council and Community Planning Committee:

The Oregon City Transportation Advisory Committee appreciates the opportunity to provide public comments on the recommended project list for 2004-2005 federal funding.

We support the list of projects because they strike a balance between moving forward with long range goals of providing our region with a multi-modal transportation system that will make the most of our existing roads while carefully planning roadway expansion projects that ensure mobility for drivers and trucks who cannot possible use transit, bikes, and sidewalks.

First, we want to voice our strong support for the Molalla Avenue sidewalk project. Oregon City has taken a very methodical approach at planning and trying to fund this high-need project. The current situation on this arterial is dismal, especially considering that it is a transit corridor lined with mixed use development. Our community has formally recognized the need to construct pedestrian amenities in order for this corridor to increase in bus use. Access to the frequent Tri-Met service is essential and will help those that use this corridor, which runs from the downtown regional center area all the way to the Clackamas Community College.

This project not only provides wider, ADA compliant sidewalks, but also provides bike lanes and functional enhancements (such as access management and signal timing) – all within the existing right-of-way. Four travel lanes will go to two through lanes with center turn lanes and landscaped medians. Not only are we hoping for a better transit, pedestrian corridor, we also believe that the project will invigorate a tired, ugly commercial district with the landscaping and people places.

Now, for the McLoughlin Boulevard Improvements. Again, the community worked very hard to create a plan for the Oregon City regional center – our Downtown Community Plan. This project is being methodically advanced by the Oregon City staff. The City recently successfully applied for an ODOT TGM grant to complete the land use plan process for McLoughlin Boulevard in Oregon City. This planning will directly proceed the preliminary engineering that the project on the proposed list will provide. The timing has been carefully reviewed to maintain momentum for McLoughlin Boulevard improvements – which are seen as critical in the development of the downtown plan and achieving the regional center goals that will in the long run benefit Oregon City as well as the region. We do ask that if you will be referring to the original Council MTIP Project Ranking Matrix, please review the responses to the criteria for Oregon City's McLoughlin Boulevard project. The TAC is concerned that the original responses do not accurately reflect the characteristics of our project.

Thank you again.

Oregon City Transportation Advisory Committee
Ginger Taylor and Melanie Paulo, Co-Chairs

**Testimony by Lenny Dee on behalf of the Coalition for a Livable Future
Transportation Reform Working Group**

Joint Metro Community Planning Committee/JPACT Public Hearing
September 4, 2001

I am presenting this testimony on behalf of the Coalition for a Livable Future and as a member of the Coalition's Transportation Reform Working Group. The Coalition is an association of 60 diverse civic organizations working together to create a sustainable and equitable Portland-Vancouver metropolitan. CLF provides collaborative, integrated public policy solutions to social, economic, transportation, environmental, planning, and housing issues affecting our region.

The three presenters following me are part of a Coalition for a Livable Future panel. We will all be testifying to urge that the Council and JPACT allocate regional transportation funds in a way most supportive of the Region 2040 vision.

Since its inception in 1994, the Coalition has participated in regional transportation decision making in support of policies designed to create a transportation system that accommodates people, bikes and cars. We have emphasized the importance of proper choices for transportation infrastructure in determining the livability of our communities. Therefore, we strongly support allocating limited regional transportation funds to the projects that best meet regional goals.

As a result, we believe primary emphasis should be placed on the criteria that were established by the Council in January for evaluating projects' impact on region 2040. Focusing limited resources on community and industrial centers, alternatives to single occupancy vehicles and the development of a multi-modal transportation system are all vital to the success of the regional plan. Investments that improve the efficiency of the existing system just make sense.

Most important, we believe that these resources should be used to fund the parts of the system for which no other sources are currently available. We are disturbed by the decision to fund mainline freeway projects that are eligible for the state bond program. The allocations of funds for the Sunrise and Sunset freeways are made at the expense of cost effective TDM programs that would reduce demand on our roads. At the cost of pedestrian and bike improvements in the Cedar Mill town center, on 257th in east Multnomah County, in Forest Grove, and in Oregon City. At the cost of improving pedestrian access between transit stops and people's homes and employers. These are all elements that are essential to creating a complete transportation system that provides people with real alternatives to automobiles.

This is one of the few opportunities Metro has for directly implementing the regional vision. It ought to make the most of it. Thank you for opportunity to testify about this year's allocation of regional transportation funds.

THE MISSION, FORMATION AND FUNDING OF THE WTA

The mission of the Westside Transportation Alliance is to serve the transportation needs of westside employers through public/private partnerships that reduce traffic congestion, improve air quality, foster economic vitality, and improve quality of life.

- WTA was formed in 1994 with CMAQ funds under the structure of the City of Beaverton. In 1996, the WTA formed a separate non-profit organization.
- Currently, WTA has 30 employer members from Tigard, Beaverton, Hillsboro, and Wilsonville representing approximately 35,000 employees. Supporting members pay \$10 per employee with a minimum of \$500 and maximum of \$15,000; Basic members pay \$5 per employee with a minimum of \$250 and maximum of \$5,000.

EMPLOYERS SUPPORT TRANSPORTATION MANAGEMENT ASSOCIATIONS' PROGRAMS

- Businesses report that their #1 transportation problem is getting employees to work and they believe their greatest future barrier for doing business will be increased congestion.
- Transportation Demand Management (TDM) programs are proven to reduce vehicle miles traveled, but in order for them to be successful, employers need meaningful assistance. Visibility and frequency are key ingredients of successful TDM programs. Competitions, creativity, and fun are integral as well. **This is where Transportation Management Associations' program assistance makes a real difference to the success of employer vmt reduction programs.** Without constant stimulation, new ideas, promotions, and creative and fun ideas, employer programs wane from the doldrums and loss of enthusiasm and motivation. Employees need to be frequently encouraged and motivated to use alternative modes of transportation. There has to be a "what's in it for me" element in the promotion.
- Behavior modification is the desired result. An organized approach with incentives provides positive reinforcement for changed behaviors.

PRACTICAL WORK PRODUCTS FOR EMPLOYERS FROM THE WTA

- New brochure on alternate transportation options in Washington County with a customized insert of members' alternate transportation resources offered to their employees
- bi-monthly newsletter; monthly updates for members
- Employee Transportation Coordinator (ETC) network information sessions; FAX-on-Demand Service on key information topics; seminars and workshops
- Campaigns such as "Car Free & Carefree 2001."
- The WTA Nimbus Shuttle connects employees between the Beaverton Transit Center and the Nimbus Business Park.
- WTA also provides ECO surveys and their analysis and writes transportation plans for members; organizes transportation fairs; disseminates TDM ideas to ETCs

- Assists members with publicizing their Transportation Demand Management (TDM) efforts. The WTA website is www.wta-tma.org.
- Employee Transportation Coordinator training manual titled "Getting to Work – A Handbook for Employee Transportation Coordinators." The book is on CD (140 pages) with three main sections, the training manual, a complete resource in the index, and a marketing section with three new thematic promotions and promotional examples from Nike and Intel. There are six new mode illustrations and three new composite illustrations for the promotions.
- Internet based survey of commute behaviors that complies with both ECO and Tri-Met PASSport requirements.

THE WTA PRODUCES RESULTS THAT COUNT TO FURTHER REGIONAL GOALS

- 168 employers representing nearly 112,000 employees signed up to participate (84 employers representing nearly 73,000 in 2000 and 43 employers in 1999)
- 111 employers sent in "I DID IT!" employee confirmation forms (72 in 2000 and 39 in 1999)
- Super Commuters: 3,328 (2,529 in 2000 and 785 in 1999)
- Good Going Commuters: 646 (348 in 2000 and 146 in 1999)
- Total Car Free & Carefree Week Participants: 3,954 (2,877 in 2000 and 931 in 1999)
- Auto trips saved: approximately 62,390 (approximately 25,893 in 2000 and 7,795 in 1999)
- Approximate vehicle miles saved: 461,686 (181,251 in 2000 and 54,565 in 1999)
- Commuters who hadn't used alternative transportation in six months: 287 representing approximately 1,076 new auto trips saved and 7,962 new vehicle miles saved (2000: 252, representing approximately 945 auto trips saved; not identified in 1999)

THE BOTTOM LINE – TMA'S ARE WORKING FOR THE REGION'S EMPLOYERS & THE METRO AREA BUT THEY NEED THE FINANCIAL SUPPORT TO CONTINUE THE WORK

The region needs to either:

1. Adopt the \$250,000 (\$125,000 per year) Metro staff recommended amount for TMA Stabilization Program with a **commitment** that the dollars will only go to the 5 existing TMA's: **Lloyd District, Westside Transportation Alliance, Tualatin TMA, Swan Island TMA, and the Columbia Corridor TMA.** or
2. Adopt the full \$500,000 amount, which would keep it at the current annual level for years 2000/2003 level of \$250,000 per year, which would allow for TMA's in addition to the existing 5. Otherwise, the small amount of \$125,000 would be spread thinly and none of the TMA's would benefit. A successful TMA needs between \$100,000-\$125,000 total each year to provide meaningful programs.

Westside Transportation Alliance

Serving the Transportation Needs of Westside Employers

Metro Public Hearing on MTIP
September 4, 2001

The Westside Transportation Alliance (WTA) and its employer members urge you to support funding for the five existing TMAs, the Lloyd District TMA, Tualatin TMA, Swan Island TMA, Columbia Corridor TMA, and the Westside Transportation Alliance.

Westside employers are committing significant dollars by supporting auto trip reduction in several ways:

Tri-Met payroll tax dollars	guaranteed ride home programs
transit subsidies and free passes	alternate commuting promotional programs with
carpool matching and preferred parking	incentives such as prizes and bonuses
teleworking programs	dues and inkind support of TMAs,
compressed work week schedules	subsidizing the WTA Nimbus Shuttle

The partnership of the TMAs, employers, and Tri-Met maximizes each other's efforts. We use dollars efficiently with low overhead costs. However, even though employers support our TMA, we find that mergers, buy-outs, the ebbs and flows of the economy, and employers moving out of area all have a detrimental effect on our financial stability - all factors over which we have no control no matter how effective our programs and services might be. Therefore, we need some public funding that we can count on each year.

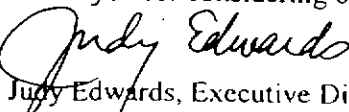
TMAs across the nation failed after initial ISTEA funding ran out. They failed at a rate of 50% in California. The Westside Transportation Alliance continues to struggle to secure enough private sector to operate at full budget. We are seeking funds tonight **for the existing TMA. We are at a significant juncture - at a time where we can provide valuable regional leadership in making a difference on the reduction of vehicle miles traveled (vmt).**

Other regions provide ongoing funding of TMAs for the promotion of alternate forms of commuting, such as Florida which provides \$25,000 per year and Massachusetts \$50,000 per year and Houston \$40,000.

We ask you to consider two options and select either of them.

1. Restore the TMA funding to its current level of \$250,000 per year (\$500,000 for 2004/5) which would allow funding for existing TMAs and potential new TMAs coming on board. OR
2. Adopt the Metro staff recommendation of \$125,000 per year with the stipulation that it go only to the five existing TMAs, the Lloyd District TMA, Tualatin TMA, Swan Island TMA, Columbia Corridor TMA, and the Westside Transportation Alliance.

Thank you for considering our testimony and supporting TMAs.


Judy Edwards, Executive Director

Ross Williams, Citizens for Sensible Transportation
Testimony to Joint Metro Community Planning Committee/JPACT Public Hearing
September 4, 2001

Citizens for Sensible Transportation supports the following changes in the TPAC recommendations:

Full Funding of TDM

Restore full funding to the region's Transportation Demand Management program. Funding these proven strategies that reduce demand for new transportation infrastructure just makes sense. TPAC's TDM Sub-committee's original request for \$500,000 over two years was a very lean and reasonable request, but that has been cut by to \$285,000.

Pedestrian access to transit

As anyone who lives, works or visits our suburban areas knows, transit access is only one part of the equation. 30% of Tri-Met's transit stops have not sidewalk access. Others are poorly served. Funding this program would reinforce the value of Portland's regional decision making in building out quality of life. Tri-Met has taken responsibility not only for getting people from one transit stop to the next, but for taking responsibility that they can start and finish their trip with adequate pedestrian facilities. Funding this program would encourage local jurisdictions to make a high priority for local sidewalks that also serve transit trips. Given the enormous task of providing a complete regional pedestrian network in many of our suburban areas, providing a focused starting point will get us moving on this task.

Cedar Mill Town Center

The boulevard treatment of Cornell Road is an important first step in the development of the Cedar Mill town center. While Washington County could pay for these improvements out of their MSTIP funds, it is important that the region make a sufficient contribution to reward that local investment. It appears that the alternative will be a typical suburban arterial that will make development of a multi-modal town center difficult, if not impossible.

Full Funding of the Springwater Corridor

While local jurisdictions may not consider it their top priority, this project has had the most support in public testimony. It will provide a visible result. It is also important to understand that the engine that has driven the regional economy over the past decade has been our quality of life and livability that have attracted a highly trained workforce.

There is no choice between economic prosperity and livable communities. Far from being a luxury to be cut in times of economic belt tightening, we must continue to invest in our communities. How well an investment in a new transportation facility enhances the quality of life is the essential measure of its importance to the region.

Metro Council
600 NE Grand Ave.
Portland, Or 97232

September 4, 2001

Subject: Support for MTIP funding of the Sunrise Corridor project

My name is Dick Jones. I live at 3205 SE Vineyard Rd. in Oak Grove Or 97267.

I am involved in numerous ways in transportation issues. I serve on Metro's Committee for Citizen Involvement (MCCI), member of North Clackamas Chamber of Commerce and serve on the Land Use and Transportation Committee, Chair the Oak Lodge Community Council, serve on other Clackamas County transportation groups and I am a board member of Ride Connection.

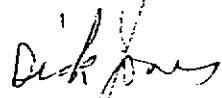
I support moving forward with the Sunrise Corridor project because A) the growing needs for transportation solutions in the fast growing area east of I-205 and B) supporting this area's strategic location for freight movement in our County.

The intersection of Highway 224 and 82nd Dr. has approximately the same level of truck traffic as the I-5 Bridge to Vancouver. As the region grows the freight traffic will grow proportionally. More people will require more goods. This project will give another access route to the Clackamas industrial area.

Several intersections on Highway 224 rank high on ODOT's list of the least safe intersections. This certainly should be considered in the decision process as well.

Clackamas County is a "jobs poor" area with about two thirds of our people leaving each day for employment. Any effort to improve access to the industrial areas, create family wage jobs will pay big dividends regionally in reduced traffic congestion and reduced vehicle miles driven.

I thank you for considering my comments.


Dick Jones



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
501 SE HAWTHORNE, 6TH FLOOR
PORTLAND, OREGON 97214

DIANE LINN • CHAIR OF THE BOARD
MARIA ROJO DE STEFFEY • DIST. 1 COMMISSIONER
SERENA CRUZ • DIST. 2 COMMISSIONER
LISA NAITO • DIST. 3 COMMISSIONER
LONNIE ROBERTS • DIST. 4 COMMISSIONER

September 4, 2001

Rod Park
Community Planning Committee Chair, Metro
600 NE Grand Avenue
Portland, Oregon 97232

Chair Park;

We understand that TPAC voted to cut the E. Bank Springwater Trail Connector project by \$1.7 million. We oppose this recommendation. Springwater Trail is a joint project between the City of Portland and the City of Milwaukie, portions of which lie in Multnomah County.

We support bike/pedestrian projects to help the region meet our 2040 goals. We request that JPACT give this project the utmost consideration and provide for full funding.

We would also like to express the critical need for full funding of our top two priorities: The Morrison Bridge Bike/Pedestrian Facility (\$1.5 million) and the 223rd Ave. Railroad Overcrossing Right-of-Way (\$149,000). Full funding for the Morrison Bridge project is needed since a partial facility cannot be constructed. The right-of-way funding for the 223rd Ave. Railroad Overcrossing is the second of three phases for this project. We would like to complete the right-of-way acquisition so that we are prepared to secure construction funding in the future.

Thank you for the opportunity to comment.

Sincerely,

Diane Linn
Chair

Maria Rojo de Steffey
District 1

Serena Cruz
District 2

Lisa Naito
District 3

Lonnie Roberts
District 4



OGI SCHOOL OF SCIENCE & ENGINEERING
OREGON HEALTH & SCIENCE UNIVERSITY

DEPARTMENT OF BIOCHEMISTRY AND MOLECULAR BIOLOGY

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September 4, 2001

METRO Council Chair and Members:

My name is Nancy Christie. I am the Department Administrator for the Department of Biochemistry and Molecular Biology at the OGI School of Science & Engineering at OHSU, formerly the Oregon Graduate Institute (OGI), located on N.W. Walker Road just west of 185th Avenue at the Beaverton-Hillsboro border.

I am here tonight to speak in support of the work of the Transportation Management Associations (TMAs), in particular the Westside Transportation Alliance (WTA). OGI does not pay dues to the WTA, but we provide in-kind services, including meeting and workshop space in our classrooms.

I've worked at OGI for over 21 years, and except for a brief experiment in the early 1980's, there has not been a bus that would get me to work. The closest connections required an unsafe half-mile walk on rural roads with no shoulder and no lighting. Even with the opening of the Westside MAX, there was no bus connection planned from MAX stations to OGI, until the WTA intervened.

- Thanks to the WTA's work with Tri-Met, now there exists a peak-hour weekday shuttle (49S-Quatama) from the Quatama MAX station which comes directly into the OGI campus and also serves the surrounding AmberGlen Science Park.

The shuttle wasn't perfect, but it was a great improvement over what we had before, which was no service at all. Remember that this shuttle was running into an area where huge free parking lots were the rule.

- When Tri-Met designated the shuttle as "low performing" after its first year, WTA stepped in to save the shuttle for another year.

- WTA brought the AmberGlen property manager into the discussions to get a clearer idea of the number of new employees expected at AmberGlen developments, further bolstering the case for the shuttle.
- When users complained that the shuttle's schedule didn't mesh well with the MAX schedule, the WTA was there for us to work with Tri-Met on adjusting the schedule.

OGI attracts many international students, most of whom don't have cars when they arrive to begin their graduate studies. Often they don't know how to drive. Prior to the implementation of the shuttle, the only realistic transportation plan for our new students was for them to learn to drive and save up for a car, adding more congestion and inexperienced drivers to Washington County roads. The shuttle has made the driving and car-buying decision an option rather than a necessity for our students. As traffic congestion increases, it is not only our students, but our faculty and staff as well who have begun to see the wisdom in leaving their cars at home.

Those who already have cars are still a "hard sell" but new students and employees quickly see the wisdom of using the shuttle. Last year we had almost 100 percent participation in Tri-Met's Passport program by our new students--that's a discounted Tri-Met pass--and we anticipate the same this year when our fall quarter begins in a few weeks.

OGI is a better place to study and work because of the efforts of the WTA. Other TMAs have had similar successes. The WTA and the other 4 TMAs deserve all the financial support METRO can give them, not a cut. Without their efforts, hundreds of additional drivers would be on the road from OGI alone. METRO can give this relatively small amount to the TMAs to fund their excellent work, or many times that amount can be spent building more roads, parking lots, and dealing with increased pollution and congestion. Please keep our TMAs solvent!

Nancy Christie
503-748-1070
christie@bmb.ogi.edu

Westside Transportation Alliance
Serving the Transportation Needs of Westside Employers

Metro Public Hearing on MTIP
September 4, 2001

The Westside Transportation Alliance (WTA) and its employer members urge you to support funding for the five existing TMAs, the Lloyd District TMA, Tualatin TMA, Swan Island TMA, Columbia Corridor TMA, and the Westside Transportation Alliance.

Westside employers are committing significant dollars by supporting auto trip reduction in several ways:

Tri-Met payroll tax dollars	guaranteed ride home programs
transit subsidies and free passes	alternate commuting promotional programs with
carpool matching and preferred parking	incentives such as prizes and bonuses
teleworking programs	dues and inkind support of TMAs,
compressed work week schedules	subsidizing the WTA Nimbus Shuttle

The partnership of the TMAs, employers, and Tri-Met maximizes each other's efforts. We use dollars efficiently with low overhead costs. However, even though employers support our TMA, we find that mergers, buy-outs, the ebbs and flows of the economy, and employers moving out of area all have a detrimental effect on our financial stability - all factors over which we have no control no matter how effective our programs and services might be. Therefore, we need some public funding that we can count on each year.

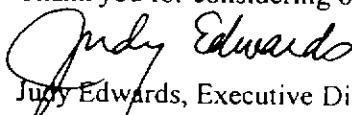
TMAs across the nation failed after initial ISTEA funding ran out. They failed at a rate of 50% in California. The Westside Transportation Alliance continues to struggle to secure enough private sector to operate at full budget. We are seeking funds tonight **for the existing TMA. We are at a significant juncture - at a time where we can provide valuable regional leadership in making a difference on the reduction of vehicle miles traveled (vmt).**

Other regions provide ongoing funding of TMAs for the promotion of alternate forms of commuting, such as Florida which provides \$25,000 per year and Massachusetts \$50,000 per year and Houston \$40,000.

We ask you to consider two options and select either of them.

1. Restore the TMA funding to its current level of \$250,000 per year (\$500,000 for 2004/5) which would allow funding for existing TMAs and potential new TMAs coming on board. **OR**
2. Adopt the Metro staff recommendation of \$125,000 per year with the stipulation that it go only to the five existing TMAs, the Lloyd District TMA, Tualatin TMA, Swan Island TMA, Columbia Corridor TMA, and the Westside Transportation Alliance.

Thank you for considering our testimony and supporting TMAs.


Judy Edwards, Executive Director

HAZELWOOD NEIGHBORHOOD ASSOCIATION

VIA Facsimile
(503) 797-1793

September 4, 2001

MTIP Comments, Metro Planning Department
600 NE Grand Ave.
Portland, OR 97232

RE: PM1 – SE Foster Road at SE 162nd Ave.

Ladies and Gentlemen:

The Hazelwood Neighborhood Association asks for your support on this project. We believe this project has significant merit and will be of benefit for all the area residents. These benefits include:

1. Multi-modal access for the residents in an area whose use has been mostly vehicular.

As with many areas of East Portland, that particular intersection was built when vehicle traffic was the only travel mode considered. With increased emphasis on alternatives to the automobile, that intersection needs a signal, sidewalks for better pedestrian access and a bike path to accommodate other modes of travel.

2. Safer commuting for new residential units already approved, but not yet built, and planned for Pleasant Valley into the current transportation mode.

That intersection is critical to getting residents in and out of the developments on Clatsop Butte and above Kelley Creek. As more new development occurs, without an improved intersection, the likelihood of a serious and/or fatal collision between motorists, pedestrians and cyclists increases.

3. Fulfillment of the financial commitment made to residents in the area to realign that intersection.

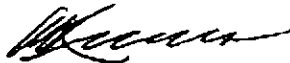
The residents of Hawthorne Ridge, along with others, have already paid for their portion of improvements to that intersection. This funding allows that commitment to be implemented.

4. Furthers the efforts to enhance steelhead habitat in Kelley Creek.

By replacing the culvert over Kelley Creek, this project will create a more fish-friendly habitat for the steelhead listed as "Threatened" by the federal government.

Thank your consideration and we again urge that you give this project funding.

Sincerely,



Arlene M. Kimura
Chair and Co-Land Use Chair
Hazelwood Neighborhood Association
112 NE 133rd Avenue
Portland, OR 97230

cc: HNA Board
L. Bauer, Pleasant Valley NA
East Portland Chairs Advisory Council

SUNNYSIDE UNITED NEIGHBORS (S.U.N.)
P.O. Box 306
Clackamas, OR 97015
September 4, 2001

The Sunnyside United Neighbors CPO strongly endorses funding for Sunrise Corridor Project, Unit 1 (preliminary design and engineering phase). We further believe that this project has been ranked lower on priority lists than it should have been -- especially in terms of congestion, safety, and the growing volume of vehicles using the roads in the existing Clackamas Industrial Area.

Several years ago the CPO membership was asked to identify the most important road in the area. The members indicated that Hwy. 212/224 had the greatest impact on the CPO, especially when drivers of cars and pickups came from Hwy. 212/224 to use Sunnyside Road as a bypass route. Today, that traffic is even greater. Sunrise Corridor is the key to alleviating transportation congestion issues in this area. Clackamas County has very limited amount of industrial land within the UGB and this is a crucial industrial area. Hwy. 212/224 is the primary access road for an area located between the slopes of Mt. Talbert and the Clackamas River.

The philosophy of "Don't Build & They Won't Come" does not apply to this area. "They" are here! Almost all of the land is built out with active businesses and very few parcels are still for sale. Urban Reserve areas 14 & 15 are closer to Sunnyside Road and Hwy. 212/224 for their main travel routes.

The majority of the manufacturing facilities, warehouses, and distribution centers use trucks to move their goods and products. The number of businesses in the area generate 11% truck traffic through the intersection of Hwy. 212/224 & SE 82nd Drive - amounting to approximately 5,000 trucks per day. There have been 364 accidents in the area over the past three years with 230 of those accidents causing injuries. ODOT ranks this area on the Top 10% SFIS Index List. It also is not unusual to have long lines of vehicles on the shoulders of I-205 waiting to access the eastbound off-ramps.

Westbound drivers can take 15 minutes or more to travel less than a mile from 106th Avenue to I-205. This section of the road has a steeper incline on the bridge over the railroad tracks. Unproductive time loss is unacceptable for business profitability. Sunrise Corridor will help alleviate this congestion nightmare.

Highway 212/224, from I-205 east also serves the through traffic to Hwy. 26 and points further east, and the people living in all the small communities throughout eastern Clackamas County. The Clackamas Industrial Area also has geographical restraints, but many of the businesses there have a tremendous impact on the entire Metro area, Oregon, and southwest Washington. There are over 200 medium-large businesses, with perhaps that many small businesses located in the business and industrial parks scattered throughout the area. The only residences are mobile home parks and some older homes that existed before the industrial area was developed.

Many of you have probably rarely traveled throughout the Clackamas Industrial Area and do not know the types of businesses located here that deliver products on a daily basis to the residents and businesses in the Metro area - as well as throughout the Northwest.

A few of the better known operations in the area include:

- * FRED MEYER Distribution Center buildings have a total of 1,600,000 square feet and employ approximately 1,250 people at that site. All products used and sold in the stores are delivered to this warehouse operation and are then delivered by truck to each of the 408 stores located in the Western states.
- * USF REDDAWAY TRUCKING has 500-600 employees at their site with approximately 250 trucks using the facility. Approximately 100-130 trucks with single or double trailers make deliveries in the local (Metro) area, and 120-140 are used for the road schedule, with 60 percent of the latter pulling triple trailers.
- * SAFEWAY STORES has a Division Office, Distribution Center, and Warehouse operation that serve 114 stores throughout Oregon and southwest Washington.
- * OREGON NATIONAL GUARD is based at Camp Withycombe and is very near the proposed route of the Sunrise Corridor.
- * Two regional recyclers have started the process to obtain County approval to build new buildings and relocate their businesses to the area. Both of these businesses will generate a high volume of truck traffic at their facilities.

Other individual sites will find food brokers, several large warehouse operations with numerous brand-name clients, building product distributors and manufacturers, travel trailer and truck accessory manufacturers, and a broad variety of other companies. This does not count the numerous companies renting spaces in the multi-tenant properties.

The Sunrise Corridor was proposed over 15 years ago to improve the flow of traffic and connect the Industrial Area to the existing Milwaukie Expressway (also known as Hwy. 212/224). Some physical constraints that held up planning are no longer barriers to construction. The Evelyn Street overpass basically serves the southbound traffic. Some of the businesses are located on rail sidings and move their products through that method.

Clackamas County has done several things to improve the area. From Old 82nd Drive they built a truck bypass over the Union Pacific tracks to Evelyn Street (next to Safeway property). Although this route is on a two-lane road through a residential area that has an enforced 35 mph speed limit (in Gladstone), it is an alternate route out of the area for the south-bound traffic. Along Hwy. 212/224, bicycle lanes, curbs, sidewalks, bus pullouts, and landscaping have recently been installed in a beautification project to provide safety and an area for employees and residents to traverse along the busy highway.

When companies lose money through vehicle delays, they start thinking about moving to a less congested area. In previous cases, that move has been to the north side of the Columbia River. We can't afford to lose these companies to another state. When these businesses move, their employees frequently commute to the new location. We want to decrease the number of commuters, not increase them. Please allocate funding to get the Sunrise Corridor Project started.

Sincerely,



Martha Waldemar, Chairperson

Section Two

Written and hotline comments
through September 10, 2001

Section Two

Written and hotline comments

Twenty-nine written and oral comments were received through September 10, since the last public comment period.

A summary of each comment is provided in chronological order below. The letters, e-mails and fax documents are included after the summary section.

August 9, 2001

E. Francisco
11727 SE Brookside
Portland, OR 97266

Springwater Trail preprinted post card with handwritten message: This trail serves a corner of the city with the lowest income and the lowest service. It's important to me to direct resources here.

August 21, 2001

Donald P. Odermott
City of Hillsboro

The City of Hillsboro proposes to construct an additional southbound lane on 10th Avenue in Hillsboro to alleviate traffic queuing and congestion that has hampered light rail operations since opening day in 1998. The project would be from approx. 300 ft. north of E. Main Street to SW Baseline Road. The project was previously included in the MITP base package. Due to delays in submitting supporting documentation, the project failed to be scored with its merits in project evaluation and scoring. The information included in this letter should assist Metro staff in assessing the purpose and benefits of this project. (Project description, maps, history, scoring, costs, traffic counts and other documentation are on file in Metro's Planning Department.)

August 21, 2001

Michael Jordan
Bill Kennemer
Larry Sowa
Clackamas County Board of Commissioners

Clackamas County priorities were outlined for funding with MTIP and HB2142 funds. MTIP project funding was reiterated for the following projects: Sunrise Corridor PE; Metro exception planning associated with Sunrise Corridor; Sunnyside Road PE and Final Design; Clackamas County ITS program; Harmony/Linwood final design.

August 30, 2001

Michal A. Wert and Patti McCoy
Columbia Corridor Association

Endorses the allocation of MTIP funding to the North Lombard overcrossing project, an important priority of the Columbia Corridor Association for the movement of freight in this area.

August 30, 2001

Michal A. Wert and Patti McCoy
Columbia Corridor Association

Requests the funding of the Columbia/Killingsworth Connector at 87th Avenue to meet freight and multi-modal objectives. The intersection bottleneck is very close to the I-205 interchange, limiting turning and traffic flow.

August 31, 2001

Marylou Ritter and
Washington County Commissioner Roy Rogers

One of the priority issues that surfaced in planning for elderly and disabled transportation was the lack of sidewalks from the homes of elders and those with disabilities to transit stops (plus the lack of shelters at those stops). Urges restoration of at least \$600,000 for the Pedestrian Access to Transit Program requested by Tri-Met.

August 31, 2001

Ross Mathews
1932 NE Harewood Place
Hillsboro, OR 97124
Rmat@worldnet.att.net

Served on the Tri-County Elderly and Disabled Transportation Task Force and found a lack of public transportation as a barrier for seniors. The distance from residences to transit stops is too far for seniors to walk, sometimes walking in the street because there are no sidewalks. Shelters are also needed for seniors to be protected from the weather. Requests funding for Pedestrian Access to Transit funding.

September 1, 2001

Pedro Ferbel
8512 SE 8th Avenue
Portland, OR 97202

Wants to be sure the Springwater Corridor Trail is high on the list for funding. It will effect incredible change and be a possibility for alternative transportation from the Southeast to downtown Portland. (Also left a similar message on the Transportation Hotline on August 29, 2001.)

September 4, 2001

Arlene M. Kimura

Hazelwood Neighborhood Association

Requests funding for the SE Foster Road and SE 162nd Avenue project for multi-modal access for residents, safer commuting from Pleasant Valley and enhancement of steelhead habitat in Kelley Creek.

September 4, 2001

Frank Angelo and Betty Atteberry

Westside Economic Alliance

Endorses the Greenburg Road project and the I-5/Nyberg Interchange widening, in addition to the funding for the PE element of the Hwy. 26 widening and the North Lombard Railroad Overcrossing.

September 4, 2001

Linda Bauer

No address listed

Supports the SE Foster Road at SE 162nd Avenue project for the health and welfare of neighbors.

September 4, 2001

Ginger Taylor and Melanie Paulo

Oregon City Transportation Advisory Committee

Supports the balance of projects in the MTIP funding list. Strongly supports the Molalla Avenue sidewalk project for better access to Tri-Met bus service, bike lanes and signal timing. Also requests a review of the responses to the criteria for Oregon City's McLoughlin Boulevard project, to more accurately reflect the project's characteristics.

September 5, 2001

Frank M. Orem

Columbia Group of the Sierra Club

Wants changes for better transportation solutions in the region. Change the U.S. 26 Widening PE and Sunrise Corridor EIS/PE to corridor studies that tie land use and transportation planning together. Increase allocation for Transportation Demand Management to provide effective use of transportation dollars.

September 5, 2001

Rick Williams

Lloyd District Transportation Management Association

Encourages additional money to fully fund the 2040 Initiatives in the TDM package, especially the regional web-based rideshare program, Tualatin TMA shuttle and funds to reduce commuter trips. Cuts to these programs could jeopardize the future of the regional rideshare program and Tualatin shuttle; eliminate flexibility and creativity in funding commuter trip reduction programs and underfund everything.

September 5, 2001

Mayor James Bernard
City of Milwaukie

Conveys the city council and mayor's recommendations on the South Corridor Transportation Study. For light rail to Milwaukie, they support the Southgate Crossover Alignment (AB-1) for the greatest amount of industrial area and downtown service with the least impact on neighborhoods. They do not recommend any busway alternatives because they detract from the livability of the community. For bus rapid transit, they prefer the Bus Rapid Transit option (D3) with no park-and-ride in the vicinity of Lake Road, Linwood and Harmony.

September 6, 2001

John R. Bendit, President
Upscale Automotive
19460 SW 89th
Tualatin, OR 97062

Requests full funding for the 2040 Initiatives and TDM programs. Would like to continue the Tualatin TMA shuttle that gets employees the last mile to work in the western industrial area. Without ongoing TDM funding, the shuttle and carpool programs will cease to exist.

Notes that a new employer, Novellus, brings more than 1,000 new employees to the area.

September 6, 2001

Kevin Downing, President
Sellwood Moreland Improvement League

Requests full funding of the three bridges and completion of the Springwater Corridor Trail connection as originally proposed. It is a project of regional significance providing tremendous value for people throughout the metropolitan area. Urges that their hard choices and tradeoffs be acknowledged and full funding be restored to Springwater Trail completion.

September 6, 2001

Donald Dauterman, President
Durametal Corporation
9560 SW Herman Road
Tualatin, OR 97062

As a Tualatin TMA member, believes one of the most valuable services is the Tualatin TMA shuttle, providing their commuting employees a way to get from the bus stop to work. Asks as a business person concerned about lack of transit service in Tualatin, that full funding of the Regional 2040 Initiatives program and Regional TDM program be restored. If the shuttle ceases to exist, it will be devastating to their business community.

September 6, 2001

Lisa Searle
Durametal
9560 SW Herman Road
Tualatin, OR 97062s

As a Tualatin TMA member, believes one of the most valuable services is the Tualatin TMA shuttle, providing their commuting employees a way to get from the bus stop to work. Asks as a business person concerned about lack of transit service in Tualatin, that full funding of the Regional 2040 Initiatives program and Regional TDM program be restored. If the shuttle ceases to exist, it will be devastating to their business community.

September 6, 2001

Pamela K. Anderson
Key Knife, Inc
19100 SW 125th Court
Tualatin, OR 97062

Her business is a member of the Tualatin TMA and she believes that one of their most valuable services is the Tualatin TMA shuttle. Her employees can make the last connection in their commute to work. Without the shuttle, her employees would have to walk more than one mile from the bus to work, one way. Would like you to consider her request for full funding for the 2040 Initiatives program and the Regional TDM program.

September 6, 2001

James E. Griffith, Mayor
City of Tigard

Strongly supports Greenburg Road improvements from Washington Square Drive to Tiedeman Avenue. Pleased that the project made the TPAC recommended 100% list. Project is extremely important to Tigard, to add capacity to a congested street and provide more efficient movement of traffic for Washington Square Regional Center, as well as smoother bus service in that area. Requests that JPACT and the Metro Council retain 100% funding level recommended by TPAC.

September 7, 2001

Neta George
Mary Kay Cosmetics
22445 SW Martinazzi
Tualatin, OR 97062

Concerned that Tualatin may not be granted MTIP funds for the I-5/Nyberg interchange and widening project. Unbearable traffic congestion in Tualatin adversely affects their ability to create a multi-modal city, as it is almost impossible to cross a street or ride a bicycle along many of their roads. Congestion is also adding to the costs of doing business in Tualatin because freight movement is delayed. Emergency vehicles are also delayed in trying to get to the hospital in Tualatin. Please fully fund the I-5/Nyberg road interchange project.

September 9, 2001

Ann McManamon

Chair, SMILE Transportation Committee

Supports the full funding for the Eastbank Trail/Springwater Trail Connector. Alarmed that the technical advisory committee recommended removing full funding in order to fund a highway project. Springwater Corridor project received wide support from the region and the timing of implementation is crucial. Unlike many other bicycle projects, this one interconnects the region.

September 9, 2001

Austin Pritchard

SMILE Neighborhood Association

Heard that funds for Springwater Trail bridges over McLoughlin have been further cut. Strongly urges restoration of funding for all three bridges to complete the final link in the trail, an important regional project.

September 9, 2001

Cathy Mahle

1325 SE Sherrett

Portland, OR 97202

Wants funding for construction of the bike bridges in Southeast Portland, to make travel on the Springwater Corridor Trail easier. Encourages alternative forms of transportation and helps the area be more vibrant and healthy.

September 10, 2001

Chad Madron

First Consumers National Bank

9300 SW Gemini Drive

Beaverton, OR 97008

Urges support for funding the five existing TMA's, especially the Westside Transportation Alliance. They promote auto trip reduction programs and provides the latest information on transportation strategies. His company values the WTA Nimbus Shuttle, connecting employees from the Beaverton Transit Center to the Nimbus Business Park. Other regions provide ongoing funding of TMAs, such as Florida, Massachusetts and Houston.

September 10, 2001

Charlotte Lehan, Mayor

City of Wilsonville

Believes the Boeckman Road Extension project is vital to the whole region. The Dammasch Urban Village will provide at least 2,300 housing units within the current UGB, but without the extension of Boeckman Road, it cannot be developed. Was disappointed that the staff recommended only half of the requested funding, at the expense of the SMART Park and Ride facility. Fears that by funding half the amount requested for both projects, the viability of each is compromised. The project meets 2040 goals and needs a strong MTIP investment to continue the public-private partnership.

Completion of Boeckman Road Extension is essential to making commuter rail work. The project must happen now, not four or five years from now. SMART funding should be restored. The park-and-ride and transit center will provide a centralized point of access for pedestrians, bicyclists, car and vanpools and motorists traveling through Wilsonville.

September 10, 2001

James N. P. Hendryx

City of Tigard

Strongly supports funding of the TMAs, especially the Westside Transportation Alliance. It has been invaluable in helping Tigard with many transportation issues, including working with Tri-Met and assisting with our Washington Square Regional Center plan.

No date

Barbara McCarthy

Global Payment Processing

PO Box 1908

Tualatin, OR 97062

As a member of the Tualatin business community and chamber of commerce, she asks that MTIP fully fund the I-5/Nyberg interchange and widening project. Concerns her greatly that funding may not be granted. Deals with the city's traffic congestion daily and it adversely affects ability to create a multi-modal city and to move regional freight.

MESSAGE:

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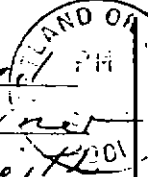
*Service account
of the City with
the lowest income
to the least
Service - It's
time to direct,
resources have*

NAME:

E. Frenier

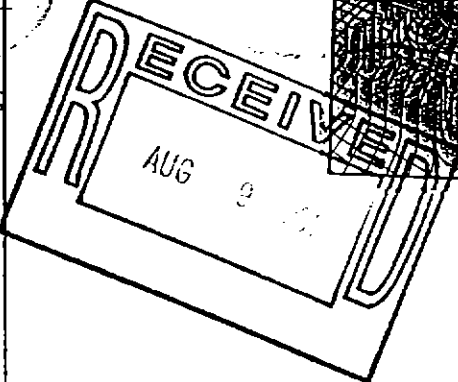
ADDRESS:

*11727 SE
Broadside
Port OR 97266*



SPRINGWATER NOW!
P.O. BOX 22542
MILWAUKIE, OR 97269-2542

Science & Industry
USA 20c



COUNCILOR BILL ATHERTON
METRO COUNCIL
600 NE GRAND AVENUE
PORTLAND, OR 97232

11





August 21, 2001

METRO

Attn: Andy Cotugno
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

RE: SE 10th Avenue Southbound Right Turn Lane
 Submittal of Supplemental Justification

Dear Andy:

The City of Hillsboro appreciates your staff's willingness to continue discussions on the City's proposed project to construct an additional southbound lane on 10th Avenue in Hillsboro to alleviate traffic queuing and congestion which has hampered light rail operations since opening day in 1998. The limits of the project would be from approximately 300' north of E. Main Street to SW Baseline Road. A schematic plan view of the proposed improvements with typical sections are included for your use in better understanding the scope of the project.

This project was previously included in the "Base Package" for the Priorities 2000 MTIP Update/2040 Implementation Program. Due to delays in submitting supplemental supporting documentation, the project failed to be scored consistent with its merits when METRO staff undertook the project evaluation and scoring task. The information contained in this letter and its attached reference materials should, I believe, assist METRO staff in better assessing the purpose and benefits of this project. Our goals in submitting this information are to have the project's scoring reassessed based upon this supporting information, both for current and future funding consideration, and to attempt to have this project added to the current project funding list for consideration by METRO staff and the Transportation Improvement Program (TIP) subcommittee.

Project History:

The construction of a third southbound lane on 10th Avenue was identified during the Hillsboro Extension of the Westside Light Rail project. Detailed operational traffic studies identified a significant imbalance in lane usage through the 10th Avenue corridor from Baseline Road north to beyond E. Main Street. This is due to the significant volume of traffic turning to westbound Baseline Road during the mid-day and p.m. peak hours of operation. The issue is one of capacity deficiency for the southbound approach to Baseline Road, coupled with a lack of adequate storage length to queue the southbound vehicles on 10th Avenue. The result of these factors is consistently long southbound queues in the curb lane which extend over and beyond the light rail tracks on SE Washington Street. The queuing issue is compounded by the occurrence of back-to-back trains which tend to combine regular platoons of traffic, both southbound and northbound, further compounding the existing deficiency.

Supporting documentation generated during the light rail project has been attached to this letter. Also, digital photographs have been included that illustrate the problem. The queues photographed are a regular occurrence during peak periods on any given weekday.

Traffic surveys conducted by Tri-Met's consultant, DKS & Associates, identified a lane use pattern for southbound traffic north of Baseline Road of about 67% - 33%. This reflects a traffic volume pattern where approximately 2/3 of the southbound traffic on this road section desires to turn westbound on Baseline Road. The DKS field survey and accompanying letter are attached. Later studies prepared by Access Engineering using VISSIM software simulated the impacts of the train interface with traffic operations to estimate the resulting impact on queuing. Excerpts from that report are included as an attachment to this letter. It should be noted that the simulation results identify southbound queuing of 630' in the curb lane under year 2000 p.m. peak hour traffic with Tri-Met's current train schedule. These operational studies were conducted in partnership between the City of Hillsboro and Tri-Met in order to develop an operational strategy for downtown traffic operations that would meet the needs of both the transit and road agencies within the constraints of available project funding.

Project Scoring:

To date, this project has received 31 points for its location within the Hillsboro Regional Center, and an additional 20 points for Safety. No points were given for its operational aspects as these are not identifiable through use of the EMME-2 program. As evidenced by the level of service results contained in the accompanying study excerpts, this issue is not so much one of intersection or roadway capacity deficiency but rather one of a deficiency of "lane" capacity and "storage length deficiency". The traffic demand in this road "link" desires predominantly to travel from southbound 10th Avenue to westbound Baseline Road. This results in the 67%-33% lane use split measured in the field.

The EMME-2 program indicates capacity for this link consistent with a typical 5-lane roadway, which fails to recognize the significant imbalance in lane use caused by the directional distribution of southbound traffic at Baseline Road. As such, the EMME-2 program fails to recognize a problem under existing and future conditions because it is, simply put, a planning level software analysis tool while the problem occurring on the street is a more detailed operational issue.

The issue of movement capacity can best be understood by evaluating the time-space diagrams contained in the reference materials attached to this letter. Since SE 10th Avenue south of Baseline Road, and Baseline Road, are part of Highway 8, the signal timing for this corridor accordingly must service the highway traffic as first priority. This leaves only 20 seconds of available green time for the southbound left, through, and right turn traffic on 10th Avenue. Coupled with the unbalanced lane use due to the heavy southbound right turn volume to westbound Baseline Road, the actual capacity for the southbound approach is at or near capacity during most of the peak hour. The creation of a third southbound lane as illustrated in the attached 11x17 drawing would nearly double available capacity for this approach, thereby reducing southbound queues by nearly 50%.

These factors, which are not recognized by the EMME-2 model, result in the inability to score points for both Congestion Relief and Cost/Reduced Delay. The City believes that, with Administrative review of the scoring in these two categories, the project's point total will rise significantly to a level

Administrative Scoring Related Factors:

The project has already been recognized under the categories of "Past Commitment" and "Link to Other Project". Technical evaluation criteria which transcends the abilities of the standard scoring approach have been discussed above. Additional information regarding project phasing, multi-modal benefits of the project, and over-match follow.

Minimum Phase:

For consideration in re-scoring and potential funding of the project, the project could be separated into two phases. These are described below in the project cost update and are also illustrated on the accompanying 11x17 drawing. The first phase of the project would construct the supplemental lane from E. Main Street south to Baseline Road. A substantial traffic signal modifications would be required at the Baseline Road intersection while only minor signal work would be required at the SE Washington Street (Light Rail) intersection. This phase would address the capacity deficiency that results in the excessive traffic queues extending across the light rail tracks. The significant element of this project is the anticipated full acquisition of a parcel currently housing a Coffee People restaurant. Costs for right-of-way and construction are shown in the following section of this letter. Preliminary Engineering, for which the City has already been awarded funds, would be completed for the entire project in order to ensure continuity between the two phases.

The second phase of the project would include elimination of the existing traffic separator island at the northwest quadrant of the E. Main Street and 10th Avenue/Cornell Road intersection in order to allow construction of a third southbound approach lane to the traffic signal. This element of the project would provide additional intersection capacity (the intersection currently operates at an "E" level of service during the p.m. peak hour) and would allow southbound traffic to begin sorting their lane selections prior to entering the congested corridor surrounding the light rail crossing. A significant modification would be required to the traffic signal at 10th/Main, however, intersection improvements undertaken by Washington County in 1998-1999 had allowed for this future improvement by setting back new equipment to minimize costs for the third southbound lane. A 16.5 foot right-of-way acquisition from a number of residential parcels fronting on Cornell Road (10th Avenue) has been included in the cost estimates below.

Multi-Modal Benefits:

Tri-Met currently operates three bus routes that would utilize the additional southbound lane. This will reduce travel delays and should thus aid ridership figures. The project includes construction of an 8' wide sidewalk (existing is 6') with a landscape planter strip, including street trees, to improve pedestrian accessibility and comfort though this corridor. This will improve the buffering of pedestrians from the relatively high number of trucks traversing this roadway.

Over-Match:

The updated cost estimates indicate that the City's share of project funding would climb from a previous 10.7% to a proposed 13.2%.

Project Cost Update:

City staff have reviewed the project's estimated costs in greater detail, including use of recent acquisition prices paid by the City for similarly zoned property in this area. The result has been a decrease in the estimated project cost by approximately 20%. Also, the local match component has risen slightly from 10.7% to 13.2%.

Following is a summary table of project costs and right-of-way costs reflecting the total project, separated into two phases. The first phase extends from the south side of E. Main Street to Baseline Road. The second phase would extend north of E. Main Street and would include the removal of the existing traffic separator island and construction of a third southbound approach lane to the signal at 10th Avenue and E. Main Street.

FULL PROJECT

	PE	ROW	CONSTRUCTION	TOTAL
Federal	\$90,000	\$460,000	\$670,000	\$1,220,000
Local	\$15,000	\$90,000	\$80,000	\$185,000
Private	\$0	\$0	\$0	\$0
TOTAL	\$105,000	\$550,000	\$750,000	\$1,405,000

PHASE 1 PROJECT

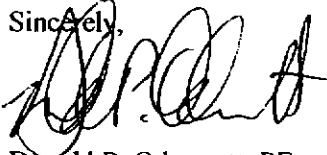
	PE	ROW	CONSTRUCTION	TOTAL
Federal	\$90,000	\$375,000	\$405,000	\$870,000
Local	\$15,000	\$55,000	\$45,000	\$115,000
Private	\$0	\$0	\$0	\$0
TOTAL	\$105,000	\$430,000	\$450,000	\$985,000

PHASE 2 PROJECT

	PE	ROW	CONSTRUCTION	TOTAL
Federal	\$0	\$85,000	\$260,000	\$345,000
Local	\$0	\$35,000	\$40,000	\$75,000
Private	\$0	\$0	\$0	\$0
TOTAL	\$0	\$120,000	\$300,000	\$420,000

On behalf of the City of Hillsboro, we appreciate your staff's willingness to consider the supplemental information presented above and hope that it may result in this project being scored more favorably. We recognize the late nature of this information, but ask that staff consider the possibility of including either Phase 1 or at a minimum the right-of-way portion of Phase 1 into the funding allocation program at this time.. Any questions that may arise can be directed to my attention as I have the longest history on this project and can best speak to its technical merits. An updated Priorities 2002 Project Solicitation Form will be completed and submitted to METRO tomorrow.

Sincerely,



Donald P. Odermott, PE
Senior Project Manager

Attachments

cc: Wink Brooks
Roy Gibson
Andy Back (Wash. Co.)
Clark Berry (Wash. Co.)
Jennifer Wells

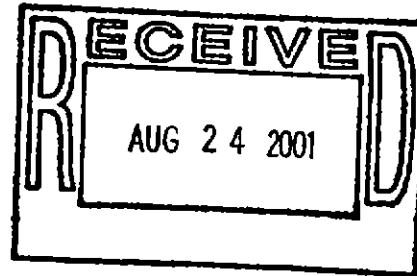


CLACKAMAS COUNTY

Board of Commissioners

August 21, 2001

Rod Monroe, Chairman
Joint Policy Committee on Transportation
Metro
600 NE Grand Ave.
Portland, Or. 97232



MICHAEL J. JORDAN
CHAIR

BILL KENNEMER
COMMISSIONER

LARRY SOWA
COMMISSIONER

Dear Chairman Monroe:

As this region makes final decisions on the allocation of MTIP and HB2142 funds, we feel it is important to reiterate the reasons underlying Clackamas County's requests.

If we step back for a moment and review the documents that guide this region's decision making we look at the 2040 Growth Plan and the 2000 Regional Transportation Plan (RTP). The first speaks to the growth this region will see over the next twenty years and the regional plan to locate a majority of that growth in Clackamas County. Secondly, the RTP is the blueprint on where transportation investments need to be made to accommodate planned growth. The RTP identifies significant transportation investments, i.e. South Corridor Transit, Sunrise Corridor, Sunnyside Road and many others to build the necessary infrastructure in Clackamas County to manage the transportation needs of existing and new county residents.

Within the next couple of months JPACT and the Metro Council will concur on a set of transportation improvements necessary to make progress in implementing the RTP. The following are our priorities and requests of JPACT and Metro Council for funding with MTIP & HB2142 funds:

MTIP

\$5.75 million

(\$1.0 million) Sunrise Corridor PE to be matched with County funds (need to seek matching funds from the State)

(\$1.0 million) Metro exception planning associated with Sunrise Corridor Unit 2

(\$2.5 million) Sunnyside Road PE & Final Design to be matched with County Funds for Phases 2, 3 & 4 (122nd to 172nd)

(\$0.5 million) County ITS program

(\$0.75 million) Harmony/Linwood final design

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HB 2142

The Board of County Commissioners recognizes that if the timing and support for seeking funds for the Sunrise Corridor Unit 1 in HB2142 funds is not appropriate now, the County requests that JPACT & Metro Council in October or November 2001 (as part of the HB2142 decisions) give a priority designation to the Sunrise Corridor Unit 1 for construction funding in the next STIP(s) pending the outcome of the EIS and land use exception processes. By taking this action the region will be able to continue planning for growth areas in the County. Without this commitment by the region and State to construction funding for Unit 1, the County will not be in a position to support urban densities in any new areas in East County brought into the UGB.

The County is pursuing options to match regional & State funds to Unit 1.

Project Requests:

Modernization category:

1. \$22.0 million, to be overmatched with \$23.0 million of local funds, for the construction of Sunnyside Road from 122nd to 172nd. This project fits the criteria adopted by the Oregon Transportation Commission (OTC), it leverages local funds, it will be constructed prior to the OTC deadline of October 2008 and has an approved environmental document to 172nd. HB2142 funds and a 51% local match will enable the County to complete all phases of this project.
2. \$3.0 million for added capacity, i.e. turn lanes, intersection realignments and signalization to 4-5 intersections on Highway 213 between Oregon City and Molalla.
3. \$2.5 million for added capacity, i.e. turn lanes, intersection realignments and signalization to 2-3 intersections on Highway 99E between Oregon City and Canby.

Preservation category:

1. \$3.0 million for realignment of dangerous curves and elimination of load length restrictions on Wilsonville Road from I-5 to the County line. This improvement will enhance safety and freight mobility.
2. \$861,000 for road resurfacing, sidewalks and drainage improvements on Government Camp Loop Road. County has committed \$228,000 as match to this project.

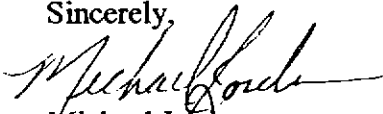
Bridge category:


- 1. \$2.0 million for replacement of the Lolo Pass Road Bridge (#6401).
This improvement will not add capacity to this facility.**
- 2. \$1.3 million for replacement of the Graves Road Bridge (#6562).
This improvement will not add capacity to this facility.**


All of these cost estimates will be further defined as the County completes applications for each proposed project.

Clackamas County looks forward to working with JPACT and Metro Council in allocating funds to our priorities. We believe we have advanced a reasonable package of requests including a longer-range view for the Sunrise Corridor that formalize the region's and ODOT's commitment to this project.

Sincerely,


Michael Jordan
Chairman


Bill Kennemer
Commissioner


Larry Sowa
Commissioner

Cc: JPACT members
: Metro Council
: Andy Cotugno
: Cam Gilmour



COLUMBIA CORRIDOR

A S S O C I A T I O N

August 30, 2001

Councilor David Bragdon, Presiding Officer
Councilor Rod Monroe, JPACT Chair
METRO
600 NE Grand Ave.
Portland, OR 97232

Re: North Lombard Overcrossing Project

David

Dear Councilors:

The Columbia Corridor Association strongly endorses the recommendation of Metro staff and TPAC for allocation of \$2 million in MTIP funding to the North Lombard overcrossing project. As the deliberations on project funding progress to JPACT, we urge your support for strategic transportation investments in the Columbia Corridor. The North Lombard overcrossing project is a strategic investment consistent with long-range planning that has occurred in the Columbia Corridor for the last several years.

The Columbia Corridor is home to over 2,900 businesses that employ over 98,000 people with a payroll of \$3.2 billion. Most of these businesses have a critical role in providing market access for industries in the rest of the region. This role makes these businesses heavily reliant on the transportation system for their operations. Efficiencies in the transportation system mean increased productivity which translates to cost savings to the industries they serve. Strategic transportation investments in the Columbia Corridor are a key to the economic health for the businesses of the Portland metropolitan region.

The North Lombard overcrossing is an important project and a transportation priority of the Columbia Corridor Association. It will eliminate two at-grade rail crossings in Rivergate, complete a missing bike and pedestrian connection, and improve safety in an environmentally sensitive area. Movement of freight makes up to 58 percent of the traffic during some times of the day. MTIP funds will help fill the funding gap for this essential improvement. This is an investment for the region that directly impacts and supports business operations.

We recognize the difficulty in allocating scarce resources to meet the broad transportation needs of the region. We fully concur with Metro staff and TPAC to address one of the more pressing needs for the business community.

Sincerely,

Michal A. Wert

Michal A. Wert, Co-chair
Transportation Committee

Patti McCoy

Patti McCoy
Executive Director

cc: Ed Galligan, Port of Portland
Charlie Hales, City of Portland
Bruce Warner, ODOT

To: trans@MetCen.MRC-PO
From: RITTER Marylou <Marylou.RITTER@state.or.us>
Subject: MTIP & Pedestrian Access
CC: "Bottomlb@tri-met.org"@MetCen.GWIA; "rmat@worldnet.att.net"@MetCen.GWIA
Date Sent: Friday, August 31, 2001 2:50 PM

Please share this email with Deputy Presiding Officer, Susan McLain and Commissioner Roy Rogers.

Members of our Department's Advisory Council and myself were involved this past year in an extensive planning process for elderly and disabled transportation. One of the priority issues that surfaced in that plan was lack of sidewalks from the homes of elders and those with disabilities to transit stops (plus the lack of shelters at those stops).

I understand that JPACT, TPAC and the Metro Council are making final decisions on MTIP funding soon. I urge you to restore at least \$600,000 for the Pedestrian Access to Transit Program requested by Tri-Met.

These funds would make transit more accessible to many including elders and people with disabilities by coordinating sidewalk improvements and transit improvements.

Again, please fund this important program.

From: "ROSS MATHEWS" <Rmat@worldnet.att.net>
To: <trans@metro.dst.or.us>
Date: Fri, Aug 31, 2001 4:27 PM
Subject: Transportation

Metro Council

This last year I had the privilege of serving on the Tri County Elderly and Disabled Transportation Task force. During the study it became apparent that one of the largest barriers for seniors is the lack of public transportation. While some areas are served with fixed route public transportation, the distance from the seniors place of residence to the transit stop is further than many of the seniors can walk. Then to add insult to injury, many of the seniors would have to walk in the street in order to get to the transit stop. Not only is this dangerous for the senior, it can be very scary for them.

In conjunction with that problem is the fact that once the senior get to the transit stop, many of them have no shelter. The elderly and many time frail senior has to wait out in what can be terrible weather. Seniors are facing enough problems just to get to the transit stop much less exposing them to the raw elements for an extended length of time. Exposing them to bad weather only adds insult to injury. While I do not know an exact amount, I can't help but think this extra exposure to the elements will only cause increases in the cost of medical care for our seniors.

Without question I would ask you to do all possible to provide funding to the pedestrian access funding.

Yours truly

Ross Mathews
1932 NE Harewood Place
Hillsboro, Oregon 97124

I would memo be directed to Susan McClain

CC: "Jennifer Wells" <jenniferw@ci.hillsboro.or.us>, "Mary Lou Ritter" <marylou.ritter@state.or.us>

From: "P. Ferbel" <pferbel@yahoo.com>
To: <Trans@metro.dst.or.us>
Date: Sat, Sep 1, 2001 6:54 AM
Subject: MTIP comments

Hello, I have not seen Metro's recommendations for MTIP yet but want to be sure that the Springwater Corridor trail is the highest on the list for funding. This trail will effect incredible change and possibility for alternative transportation from the Southeast to downtown. Thanks for taking my comments into consideration.

Pedro Ferbel 8512 SE 8th AV PDX 97202

=====

"If there is no struggle there is no progress. Those who profess to favor freedom, and yet depreciate agitation, want crops without plowing the ground. They want rain without thunder and lightning. They want the ocean without the awful roar of its many waters. This struggle may be a moral one; or it may be a physical one; or it may be both moral and physical; but it must be a struggle. Power concedes nothing without a demand. It never did and it never will." -- Frederick Douglass

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HAZELWOOD NEIGHBORHOOD ASSOCIATION

VIA Facsimile
(503) 797-1793

September 4, 2001

MTIP Comments, Metro Planning Department
600 NE Grand Ave.
Portland, OR 97232

RE: PM1 - SE Foster Road at SE 162nd Ave.

Ladies and Gentlemen:

The Hazelwood Neighborhood Association asks for your support on this project. We believe this project has significant merit and will be of benefit for all the area residents. These benefits include:

1. Multi-modal access for the residents in an area whose use has been mostly vehicular.

As with many areas of East Portland, that particular intersection was built when vehicle traffic was the only travel mode considered. With increased emphasis on alternatives to the automobile, that intersection needs a signal, sidewalks for better pedestrian access and a bike path to accommodate other modes of travel.

2. Safer commuting for new residential units already approved, but not yet built, and planned for Pleasant Valley into the current transportation mode.

That intersection is critical to getting residents in and out of the developments on Clatsop Butte and above Kelley Creek. As more new development occurs, without an improved intersection, the likelihood of a serious and/or fatal collision between motorists, pedestrians and cyclists increases.

3. Fulfillment of the financial commitment made to residents in the area to realign that intersection.

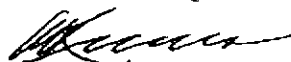
The residents of Hawthorne Ridge, along with others, have already paid for their portion of improvements to that intersection. This funding allows that commitment to be implemented.

4. Furthers the efforts to enhance steelhead habitat in Kelley Creek.

By replacing the culvert over Kelley Creek, this project will create a more fish-friendly habitat for the steelhead listed as "Threatened" by the federal government.

Thank your consideration and we again urge that you give this project funding.

Sincerely,



Arlene M. Kimura
Chair and Co-Land Use Chair
Hazelwood Neighborhood Association
112 NE 133rd Avenue
Portland, OR 97230

cc: HNA Board
L. Bauer, Pleasant Valley NA
East Portland Chairs Advisory Council

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Serving the economic communities of the Sunset Corridor and the Tualatin Valley

September 4, 2001

VIA FACSIMILE

The Honorable Rod Park, Chair
Metro Community Planning Committee
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Rod:

The Westside Economic Alliance has reviewed the recommended 100% Project List for the Metropolitan Transportation Improvement Program (MTIP). We support the recommendations that have been forwarded to JPACT and the Metro Council for consideration. Specifically, we are in support of the recommendation that STP funding be allocated to critical road and highway projects throughout the region.

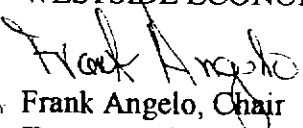
As we stated in our earlier testimony, because of the limited amount of dollars available in the state for modernization we support using all the STP dollars for road/highway related projects. Our members have clearly stated that solving transportation problems is the top priority need to support their economic plans. The transportation problems most frequently expressed are related to moving goods and services, getting employees to work and general transportation mobility on the Westside. All these issues relate to traffic congestion and the lack of an adequate road system to serve residents and businesses

Even with HB 2142 funding, the region will continue to experience a major short fall in available dollars for road modernization improvements.

We specifically endorse the Greenburg Road project and the I-5/Nyberg Interchange widening in addition to the funding for the PE element of the Hwy 26 widening. Also, the N. Lombard RR o-xing is a critical product-to-market freight project.

Thank you for the opportunity to comment. We appreciate having a chance to work with Metro and others to develop a safe and efficient transportation system.

Sincerely,
WESTSIDE ECONOMIC ALLIANCE


Frank Angelo, Chair
Transportation Committee


Betty Atteberry, Executive Director

cc: Metro Councilors

September 4, 2001

MTIP Comments , Metro Planning Committee
600 N.E. Grand Ave.
Portland, Oregon 97232

RE: PM 1 - S.E. Foster Road at S.E. 162nd Ave.

Ladies and Gentlemen :

I very much support this project because the Health and Welfare of my Neighbors is at stake. I could not be with you tonight because I have to work , but Paul Grosjean will be with you tonight to represent the Neighborhood Association .

Sincerely,

A handwritten signature in cursive script that reads "Linda Bauer".

Linda Bauer

September 4, 2001

Metro Council and Community Planning Committee:

The Oregon City Transportation Advisory Committee appreciates the opportunity to provide public comments on the recommended project list for 200~~4~~-2005 federal funding.

We support the list of projects because they strike a balance between moving forward with long range goals of providing our region with a multi-modal transportation system that will make the most of our existing roads while carefully planning roadway expansion projects that ensure mobility for drivers and trucks who cannot possible use transit, bikes, and sidewalks.

First, we want to voice our strong support for the Molalla Avenue sidewalk project. Oregon City has taken a very methodical approach at planning and trying to fund this high-need project. The current situation on this arterial is dismal, especially considering that it is a transit corridor lined with mixed use development. Our community has formally recognized the need to construct pedestrian amenities in order for this corridor to increase in bus use. Access to the frequent Tri-Met service is essential and will help those that use this corridor, which runs from the downtown regional center area all the way to the Clackamas Community College.

This project not only provides wider, ADA compliant sidewalks, but also provides bike lanes and functional enhancements (such as access management and signal timing) – all within the existing right-of-way. Four travel lanes will go to two through lanes with center turn lanes and landscaped medians. Not only are we hoping for a better transit, pedestrian corridor, we also believe that the project will invigorate a tired, ugly commercial district with the landscaping and people places.

Now, for the McLoughlin Boulevard Improvements. Again, the community worked very hard to create a plan for the Oregon City regional center – our Downtown Community Plan. This project is being methodically advanced by the Oregon City staff. The City recently successfully applied for an ODOT TGM grant to complete the land use plan process for McLoughlin Boulevard in Oregon City. This planning will directly proceed the preliminary engineering that the project on the proposed list will provide. The timing has been carefully reviewed to maintain momentum for McLoughlin Boulevard improvements – which are seen as critical in the development of the downtown plan and achieving the regional center goals that will in the long run benefit Oregon City as well as the region. We do ask that if you will be referring to the original Council MTIP Project Ranking Matrix, please review the responses to the criteria for Oregon City's McLoughlin Boulevard project. The TAC is concerned that the original responses do not accurately reflect the characteristics of our project.

Thank you again.

Oregon City Transportation Advisory Committee
Ginger Taylor and Melanie Paulo, Co-Chairs



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Columbia Group of the Sierra Club

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September 4, 2001

Metro Councilors
600 N.E. Grand Avenue
Portland, OR 97232

Dear Metro Councilors,

Thank you for the opportunity to comment on the Metropolitan Improvement Program for FY 2004-2005 as presented in the Staff Report (August 31, 2001, from Andrew Cotugno).

As we are all aware, the ranking scheme used to develop the projects does not make comparisons across project types (Road Modernization, Boulevard, etc.). Consequently, there is no way to assess which projects contribute best towards meeting regional and state goals. These goals include the State Transportation Planning Rule of reducing average vehicle miles traveled by 10% by 2020 and the regional mode split goals for the various centers. My concern is that the Program may actually be working against those goals. In particular, the Program directly supports \$11 million in Road Modernization (almost all of which is for highways or in support of freeways), and leverages many tens of millions for Mainline Freeway projects (through HB 2142). At the same time, the Program provides a scant \$2 million for Transportation Demand Management.

I believe the following changes would lead to better transportation solutions for the region:

1. Changing the U.S. 26 Widening Preliminary Engineering and the Sunrise Corridor EIS/PE to corridor studies that tie land use and transportation planning together, as is being done by the I-5 Partnership.
2. Increasing the allocation for Transportation Demand Management. The potential for TDM to provide effective access per dollar spent appears to be much greater than for projects that support primarily single occupancy vehicle use.

Frank M. Orem
Conservation Committee



September 5, 2001

JPACT and Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear JPACT Members and Metro Councilors,

I encourage the region to find additional money for the 2040 initiatives in the TDM package with the MTIP proposal. The TDM Sub-committee's original request for \$500,000 over two years was a very lean and reasonable request, but has been cut by Metro staff to \$285,000.

2040 initiatives included two important programs and provided funds for TDM opportunities in employment areas.

- The regional web-based rideshare program asked for \$150,000 over two years for technology improvements, coordination, and outreach. This new program makes it easy for people to use the internet to find carpool and vanpool partners from Southwest Washington down to Salem. It leverages private and public funds and is the ideal regional project to reduce Vehicle Miles Traveled.
- The Tualatin TMA shuttle was asking for its minimum \$60,000 per year to run the shuttle;
- In addition to these two programs, the TDM Sub-Committee allocated \$220,000 to fund projects to reduce commuter trips. The money would be distributed and managed by the TDM sub-committee.

The cut to the 2040 initiatives leaves the TDM sub-committee with three bad choices –

- 1) Jeopardize the future of the regional rideshare program and the Tualatin shuttle;
- 2) Eliminate the opportunity to be flexible and creative in funding commuter trip reduction programs;
- 3) Underfund everything.

TDM is a very small portion of this entire MTIP request. The TDM Sub-Committee's original proposal was the result of negotiations during the committee process. This cut further reduces the amount available for 2040 initiatives and compromises the effectiveness of the region's TDM programs.

I urge the region to find the funds to fully fund the 2040 initiatives so that the region supports the web-based ridesharing program and the Tualatin shuttle, and provides a way for TMAs and other organizations to pro-actively respond to future opportunities.

Sincerely,

Rick Williams
Executive Director



Wednesday, September 05, 2001

Mr. Rod Monroe
South Corridor Policy Group Chair
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Chair Monroe,

It is my pleasure to convey to you, the City of Milwaukie's recommendations for the next phase of the South Corridor Transportation Study, the Supplemental Draft Environmental Impact Study. The following recommendations come to you from the City Council, and myself after concluding a thorough public process to consider the options for solving transportation problems in this part of the region. We appreciate the Policy Group's deference to our local decision making process.

Our community review of the options included extensive work by our neighborhood leadership over the course of the last year to learn, compare and discuss the alternatives within our community, with project staff and with neighbors from other jurisdictions. The process also included continuous updates to the community via our city newsletter, web page and Council meetings, a citywide Town Hall meeting in July, a follow-up Open House in August, and a review by our Planning Commission.

Our recommendations concerning the choices you will be making at your September 17th Policy Group meeting are detailed below:

Light Rail to Milwaukie

We prefer the Southgate Crossover Alignment (AB-1). This option affords Milwaukie the greatest amount of service in our North Industrial redevelopment area and our downtown, while having the least impact on our neighborhoods. The option uses existing rail right of way, includes adequate parking at various points along the alignment, does not add another barrier to our riverfront, and preserves a future opportunity to connect with commuter rail from the west.

We have some concerns about the size of the Tacoma park and ride, associated traffic on Johnson Creek Blvd. and wonder whether the additional park and rides along this line, would enable a reduction at that location. We also have concerns about "renegade" parking around the terminus at 21st and Lake Rd., as well as traffic that would be generated on Lake Rd. We ask that special consideration be paid to these concerns through the course of the study.

We are also interested in the B2A and B2B options, though have some concerns about bus volumes at the Junior High, with both; and security and access at the Hanna transit center, in B2B.

Busway through Milwaukie, onto the Clackamas Town Center:

Respectfully, we do not recommend any of the busway alternatives as they detract from the livability of our community. While we can appreciate the value of a seamless ride from Clackamas Town Center to downtown Portland as a regional objective, initial designs of the busway alternatives simply do not equate to a net gain for Milwaukie. The C-2 alternative which envisions a transfer center at Main & Scott Streets, lacks adequate parking, leaves a good degree of bus traffic on our downtown streets, creates displacements, and portends a future extension to the south, that would create an additional barrier to our riverfront. The C-3 alternative that locates the transfer center in the Southgate area, while less disruptive to our downtown, also leaves us with no transit service in the downtown.

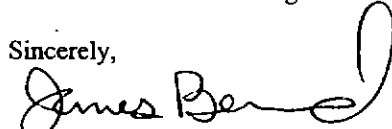
Continuing on down 224, busway options appear to further disappoint Milwaukians. A below grade option (D1) includes several displacements and creates geological and environmental problems, because of the soil base along that area and the existing wetlands. The at-grade option (D2) also creates several displacements and adds multiple crossing gates. With both alternatives, we question the adequacy of transit service to our community. We also heard from our citizens that these options were too expensive and disruptive.

Bus Rapid Transit through Milwaukie, onto the Clackamas Town Center:

We prefer the Bus Rapid Transit option (D3) from the Harrison/224 area and continuing on to the Clackamas Town Center, via 224 and Harmony, with no park and ride in the vicinity of Lake Rd., Linwood and Harmony. Bus Rapid Transit provides much needed signal improvements, local service and added capacity, at a more reasonable cost. However, we have received several questions from citizens about the need to use Harmony at all. This is related to neighborhood objection to the planned expansion of Harmony Rd. Neighbors in that area feel that it will create a bottleneck condition, while displacing residences to the north and park land to the south.

In closing, we would also like to note that the South Corridor project staff at both Metro and Trimet, have been very helpful and professional throughout this process. They have dedicated extra time and energy to work with the neighborhood leaders in Milwaukie, toward broadening and deepening our understanding of the choices we have before us at a local and regional level. They have listened to our community's ideas, in the form of their 14 points and associated details, and applied serious consideration to all of them. We commend their demonstrated commitment to a community-based solution in the South Corridor and we look forward to continuing this collaboration with all of the participants in this project.

Sincerely,


Mayor James Bernard
City of Milwaukie

CC: Milwaukie Neighborhood Leadership
Milwaukie City Council
South Corridor Policy Group
Mike Swanson, City Manager
Michelle Gregory, Neighborhood Services Manager
Ross Roberts, South Corridor Project Manager, Metro
Michael Fischer, South Corridor Project Designer, Trimet



Upscale Automotive

Full Service Repair
Honda, Mazda and Toyota Automobiles

Members of Metro Council
Metro Regional Government
600 NE Grand
Portland, OR 97232

September 6, 2001

Dear Members of the Metro Council,

I am writing to request full funding of the 2040 initiatives and the TDM programs at last year's levels.

It has been proven nationally, that TMA's and related programs such as shuttle services need on going public funding in additional to the private funding already committed. Past TDM funding has supported several successful metro area TMA Shuttles and Carpooling programs.

With limited Tri-Met service to the Tualatin City core area, it is the Tualatin TMA shuttle that gets employees that last mile to work in our western industrial area. With 30 or more boarding's a day (and sometimes as many as 45), it is very successful program. Our carpooling program has over 100 riders and is also successful a getting people to work. Without on going TDM funding the shuttle and carpool programs will cease too exist.

The need for continued shuttle and carpool funding becomes even more important when Novellus, one of Tualatin's newest employers, brings over 1,000 new employees to our area. I urge you, please do not reduce 2040 initiative and TDM funding levels.

Sincerely,

John R. Bendit
President, Upscale Automotive, Inc.
Past President, Tualatin Chamber of Commerce

From: "vandown" <vandown@teleport.com>
To: <trans@metro.dst.or.us>
Date: Thu, Sep 6, 2001 9:36 PM
Subject: Comments on MTIP project funding

Please fully fund the construction of the three bridges and the completion of the Springwater Corridor trail connection as originally proposed.

You certainly face difficult choices in balancing the demands of regionally significant projects against a limited amount of funds. The residents of the Sellwood-Moreland also faced some hard choices when considering which projects to support towards completion. Over the course of at least three general neighborhood meetings in the spring and now late summer of this year residents have come out again and again in favor of completing the Springwater Corridor Trail by making the connection between the current trail's end in Ardenwald and the soon-to-be-constructed East Bank Trail ending at the foot of the Sellwood Bridge. When this issue first came up, neighbors faced a strategic choice whether to support, through MTIP, this project or a proposal that would have built SE Spokane and SE Umatilla as bicycle boulevards. The Spokane/Umatilla bicycle boulevard project is very near and dear to residents in the neighborhood but particularly those living on these streets. The bicycle improvements envisioned could also be expected to have traffic calming benefits, a much needed side benefit for these two local streets that are so abused by regional commuters. The Springwater Corridor project, on the other hand, while constructed adjoining and through the neighborhood is really a project of regional significance providing tremendous value for people throughout the metropolitan area. Nonetheless, at each meetings neighbors have reaffirmed their support for completion of the Springwater project. We urge you to acknowledge the hard choices in tradeoffs that we have made and fully fund the Springwater completion. Thank you.

Kevin Downing
President
Sellwood-Moreland Improvement League

6202 SE 21st Ave
Portland, Oregon 97202
503 238-4665

September 6, 2001

Members of Metro Council
Metro Regional Government
600 NE Grand
Portland, OR 97232

Dear Members of the Metro Council,

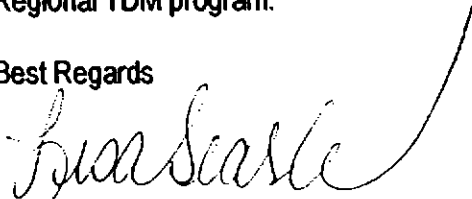
As a member of the Tualatin business community I am concerned with the issues that affect my ability to do business. Transportation and traffic issues have a severe impact on business in Tualatin. From freight movement issues to getting employees to work on time.

My business, Durametal Corporation, is a member of the Tualatin TMA and pays annual dues to support the services the TMA provides in the community. One of the most valuable services provided by the TMA is the Tualatin TMA shuttle service. It is with this shuttle that my employees are able to make the last connection in their commute to work. Without the shuttle my employees would have to walk more than a mile to work one way.

The Tualatin TMA along with many other TMA shuttles is funded from the 2040 Initiatives money from the regional TDM program. I ask as a business person that is concerned about lack of transit service in our city, that you, Metro Council consider full funding of the regional 2040 initiatives program from the MTIP 2002.

It has been recommended that the 2040 Initiatives program receive almost a 50% cut of funding from the last MTIP, and from the amount that was requested. If this cut occurs, these small community shuttles that are often the last connection for employees will cease to exist. This will be devastating to our business community. I hope you will consider our request for full funding of the 2040 Initiatives program and the Regional TDM program.

Best Regards



Lisa Searle
HR Manager

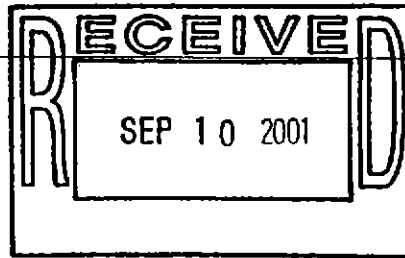
DURAMETAL CORPORATION

5925 SW Hemlock Road
TUALATIN, OREGON 97063 USA
Tel. + 1 503 692 6340
Fax + 1 503 692 1109
Toll free + 1 800 547 6511 (Outside Oregon)

DURAMETAL CORPORATION

19 SHERMAN STREET
MUNICIPALITY, PENNSYLVANIA 17756 USA
Tel. + 1 570 546 1239
Fax + 1 570 546 7104
Toll free: + 1 800 231 7497 (Outside Pennsylvania)

REFINER SYSTEMS
September 6, 2001



DURAMETAL

Members of Metro Council
Metro Regional Government
600 NE Grand
Portland, OR 97232

Dear Members of the Metro Council,

As a member of the Tualatin business community I am concerned with the issues that affect my ability to do business. Transportation and traffic issues have a severe impact on business in Tualatin. From freight movement issues to getting employees to work on time.

Durametal Corp is a member of the Tualatin TMA and pays annual dues to support the services the TMA provides in the community. One of the most valuable services provided by the TMA is the Tualatin TMA shuttle service. It is with this shuttle that my employees are able to make the last connection in their commute to work. With out the shuttle my employees would have to walk more than a mile to work one way. Novellus Corp is opening up a facility about two miles to the west of Durametal's facility. It is reported there will be 2,500 employees at this location. It is imperative that public transportation be extended to this location.

The Tualatin TMA along with many other TMA shuttles is funded from the 2040 initiatives money from the regional TDM program. As a business resident of Tualatin for almost 40 years that is concerned about the lack of transit service in our city I respectfully request that the Metro Council continue full funding of the regional 2040 initiatives program from the MTIP 2002.

It has been recommended that the 2040 initiatives program receive almost a 50% cut of funding from the last MTIP, and from the amount that was requested. If this cut occurs, these small community shuttles that are often the last connection for our employees will cease to exist. This will be devastating to Tualatin's business community. Please consider and approve our request for full funding of the 2040 initiatives program and the Regional TDM program.

Respectfully submitted.

Donald W. Dauterman
President

DURAMETAL CORPORATION
9560 S.W. Herman Road
Tualatin, Oregon 97062, USA
Tel. 503 692 0850
Fax 503 692 1169
Toll Free 800 547 6511 (Outside Oregon)

DURAMETAL CORPORATION
35 Sherman Street
Muncy, Pennsylvania 17756-1202, USA
Tel. 570 546 1229
Fax 570 546 7104
Toll Free 800 231 7497

MEMBER OF THE **ANDRITZ** GROUP



September 6, 2001

MTIP Comments
Metro Planning Department
600 NE Grand Avenue
Portland, OR 97232

Gentlemen:

We strongly support the project submitted by the City of Tigard for improvements to SW Greenburg Road from Washington Square Drive to Tiedeman Avenue. Although we are disappointed that the amount originally proposed for both rights-of way acquisition and partial construction was reduced to rights-of-way acquisition only, we are pleased that the project made the Transportation Policy Alternatives Committee (TPAC) recommended 100% list.

This project is extremely important to Tigard. The widening of Greenburg Road would add capacity to an already heavily congested street and provide much more efficient movement of traffic into and out of the Washington Square Regional Center. It would facilitate the development of the Regional Center Plan and enhance safe pedestrian and bicycle travel to and from that area. The improved roadway would also provide for smoother bus service into the Regional Center and assist in the transition of that area from a typical suburban shopping mall to a true Regional Center that serves the cities of Beaverton, Tigard and other surrounding jurisdictions.

We request that the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council retain the Greenburg Road project in the final 100% list at the funding level recommended by TPAC. The Greenburg Road project was funded for preliminary engineering in the Priorities 2000 process. Additional funding at a level sufficient for rights-of-way acquisition through the Priorities 2002 process would allow us to move closer towards construction of this much-needed improvement.

Sincerely,

JAMES E. GRIFFITH
Mayor

c: Tigard City Councilors
William A. Monahan, City Manager
Agustin P. Duenas, P.E., City Engineer

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BY:.....



KEY KNIFE, INC.
19100 S.W. 125TH COURT
TUALATIN, OR 97062
(503) 403-2000
FAX (503) 691-2240

September 7, 2001

Members of Metro Council
Metro Regional Government
600 NE Grand
Portland, OR 97232

Dear Members of the Metro Council,

As a member of the Tualatin business community I am concerned with the issues that affect my ability to do business. Transportation and traffic issues have a sever impact on business in Tualatin from freight movement issues to getting employees to work on time.

My business, Key Knife, Inc. is a member of the Tualatin TMA and pays annual dues to support the services the TMA provides in the community. One of the most valuable services provided by the TMA is the Tualatin TMA shuttle service. It is with this shuttle that my employees are able to make the last connection in their commute to work. With out the shuttle my employees would have to walk more than a mile to work one way.

The Tualatin TMA along with many other TMA shuttles is funded from the 2040 initiatives money from the regional TDM program. I ask as a businessperson that is concerned about lack of transit service in our city, that you, Metro Council consider full funding of the regional 2040 initiatives program from the MTIP 2002.

It has been recommended that the 2040 initiatives program receive almost a 50% cut of funding from the last MTIP, and from the amount that was requested. If this cut occurs, these small community shuttles that are often the last connection for employees will cease to exist. This will be devastating to our business community. I hope you will consider our request for full funding of the 2040 initiatives program and the Regional TDM program.

Best Regards

A handwritten signature in cursive script that reads "Pamela K. Anderson".

Pamela K. Anderson
Director of Employee Services

Neta George
Ind. Sales Director
Mary Kay Cosmetics
22445 SW Martinazzi
Tualatin, OR 97062

September 7, 2001

Metro Council
Metro Regional Government
600 NE Grand
Portland, OR 97232

Dear Chairman Park and Members of the Council,

I am writing to you as a member of the Tualatin business community and Tualatin Chamber of Commerce Board of Directors, to ask that you please fully fund the I-5/Nyberg interchange and widening project.

It has come to my attention that the City of Tualatin may not be granted MTIP 2002 funds for this project and this concerns me greatly.

Live and work in Tualatin and therefore deal with the city's traffic congestion every day. There are constant back-ups along many of our arterial roads due to the congestion created by the current interchange. This congestion severely impacts our downtown. Tualatin has worked very hard as a city to implement the types of 2040 development that our region has encouraged. This congestion adversely affects our ability as a city to create a multi-modal city, it is almost impossible to cross a street or ride a bicycle along many of our roads.

Furthermore, congestion is adding to the costs of doing business in Tualatin. Our city has three major highways convening within it, 99W, I-5 and I-205. Speedy freight movement is critical to our business community and movement in and out of the industrial area is hampered due to traffic congestion created by the current I-5/Nyberg intersection. This congestion is not just affecting Tualatin but also regional freight movement needs. When traffic is backed up along I-5 it is also backed-up in Tualatin and along I-205. Business trying to move freight from south of Tualatin to the Metro area and back are delayed while trying to move through the Tualatin area.

The I-5 intersection is also an important access to a large hospital in our city; congestion at this intersection can create severe delays for emergency vehicles moving in and out of the area.

A recent city survey indicated the traffic congestion was the highest rated problem to our residents and businesses. This is because traffic congestion is becoming unbearable within our city.

Please seriously consider the adverse affects that traffic has on our city and fully fund the I-5/Nyberg road interchange project.

Yours sincerely,


Neta George

To: mattesonm@MetCen.MRC-PO
From: "am" <mcinamon@jps.net>
Subject: resend of MTIP comments
CC:
Date Sent: Tuesday, September 11, 2001 4:37 PM

Marilyn,

I didn't check email yesterday so I hope you'll still accept these comments today.

I've decided to convert them to txt format and imbed them in the email message. Please excuse any formatting problems that may be caused during the conversion.

Thanks in advance for accepting these comments

Ann

-----comments below-----
September 9, 2001

MTIP Comments
Metro Planning Department,
600 NE Grand Avenue
Portland, OR 97232

To whom it may concern,

As Chair of the Transportation Committee for the Sellwood-Moreland neighborhood association I would like to submit our response to the staff recommendations for the MTIP process. We whole-heartedly support the staff recommendation for full funding for the East Bank Trail/Springwater Trail Connector. We believe this project takes another critical step in completing the regional bicycle corridor from Portland CBD to Boring. We are alarmed to discover that the Technical Advisory committee has recommended removing full funding from this project in order to fund a highway project. We believe that the Springwater Corridor project has received widespread support from the region and that the timing of implementing this project is crucial.

With the advent of the construction of the OMSI to Umatilla portion of the corridor to begin this

fall, it will make commuting by bike to downtown that much more of a reality to folks in the inner southeast neighborhoods and those south of us. Until the portion that crosses McLoughlin Blvd, the Union Pacific and Johnson Creek is also completed, it remains a commuting challenge for those neighborhoods to our east. A partial implementation of only the bridge over the railroad will cause cyclists to have to cross at grade on McLoughlin. This will require stopping traffic numerous times at the light at Ochoco. This degradation of travel time on McLoughlin will very likely directly impact this neighborhood as even more commuters turn onto 17th Avenue and cut through this neighborhood to avoid slow downs on McLoughlin. It is exactly this type of behavior this neighborhood has struggled with for decades

It also keeps our neighborhood from any easy access for eastward commutes or bicycle trips. Providing these types of connections yields access to a number of attractive origins and destinations, a key element in developing a vital bicycle transportation network. It is projects like this that will help move bicycling from an alternative to a primary mode of travel. Unlike many other bicycle projects that are built, this one interconnects the region.

Respectfully yours,

Ann McManamon
Chair, SMILE Transportation Committee

To: trans@MetCen.MRC-PO
From: "Austin Pritchard" <austinpritchard@earthlink.net>
Subject: Springwater Trail
CC:
Date Sent: Sunday, September 9, 2001 1:00 PM

I have recently learned that, although priorities are still high, funds for Springwater Trail pedestrian/bicycle bridges over McLoughlin have been further cut. Although the amount remaining may be sufficient to build one (of three needed) I STRONGLY URGE YOU TO RESTORE FUNDING FOR ALL THREE BRIDGES. CONSTRUCTION OF THESE BRIDGES IS ABSOLUTELY CRUCIAL IN COMPLETING THE FINAL LINK IN THE TRAIL. As you probably know, at present bicyclists must walk, and often carry, their bicycles to reach the Trail Terminus on the east side of McLoughlin.

PLEASE GIVE URGENT CONSIDERATION TO ADVANCING THIS EXTREMELY IMPORTANT REGIONAL PROJECT.

Thank You.

Austin Pritchard
Board Member, S.M.I.L.E Neighborhood Association
503-231-6048
austinpritchard@earthlink.net

To: trans@MetCen.MRC-PO
From: "Cathy Mahle" <mahle@ipns.com>
Subject: Springwater Corridor Trail
CC:
Date Sent: Sunday, September 9, 2001 1:24 PM

Hello,

I understand that all the necessary Springwater Corridor Trail bike bridges may not be built.

Please do fund construction for the bike bridges in SE Portland. The completion of the bridges will make travel on the Springwater Corridor Trail much easier and by funding these alternative forms of transportation the neighborhood and metro area will be more vibrant and healthy.

The Springwater Trail is a great bike path. Help to make it an easy path to get to and utilize.

Thank you,
Sincerely,
Cathy Mahle
1325 SE Sherrett
Portland, OR 97202
503 731-0171



FIRST CONSUMERS[®]
NATIONAL BANK

9300 S.W. GEMINI DRIVE BEAVERTON, OREGON 97008 PHONE (503) 520-8200 FAX (503) 526-8772

September 10, 2001

David Bragdon
Presiding Officer, Metro Council
600 N. E. Grand Ave.
Portland, OR 97232-2736

Dear Mr. Bragdon,

I am writing to urge you to support funding for the five existing TMAs, particularly the Westside Transportation Alliance (WTA).

- The WTA connects us with the latest information on transportation and auto trip reduction strategies. In addition, they are an excellent advocate and broker between area business and Tri-Met.
- The Westside Transportation Alliance provides valuable services to employers to help them create and promote auto trip reduction programs, such as: an Internet based survey of commute behaviors that complies with both ECO and Tri-Met PASSport requirements and a new brochure on alternate transportation options in Washington County with a customized insert of members' alternate transportation resources offered to their employees.
- Our company also greatly values the WTA Nimbus Shuttle, which connects employees between the Beaverton Transit Center and the Nimbus Business Park.
- Employers commit significant dollars for auto trip reduction, such as: Tri-Met payroll tax dollars, transit subsidies and free passes, carpool matching and preferred parking, teleworking programs, compressed work week schedules, guaranteed ride home programs,

alternate commuting promotional programs with incentives such as prizes and bonuses, dues and support for TMAs, and subsidizing the WTA Nimbus Shuttle.

- However, member dues cannot fund 100% of the organization's budget. Therefore, the WTA needs to be able to receive and count on regional transportation funds each year to provide the quality services and programs that fulfill the region's mode split goals.
- Other regions provide ongoing funding of TMAs for the promotion of alternate forms of commuting. Florida provides \$25,000 per year for each TMA; Massachusetts \$50,000 per year per TMA; and Houston \$40,000. As a leader in the area of metropolitan commute options, it is important you continue to support organizations like the WTA.

Thank you for considering our request,



Chad Madron
Associate Transportation Coordinator
FCNB
503-520-8548

September 10, 2001

Metro Planning Department
600NE Grand Avenue
Portland, OR 97232

Subject: MTIP Comments

Dear JPACT Committee and Metro Council Members:

At JPACT's August 9, 2001 meeting, I spoke about the importance of the Boeckman Road Extension project in achieving Metro's 2040 Goals. Also, Danielle Cowan, City of Wilsonville Public Affairs Director, spoke on my behalf concerning this project, as well as to another MTIP project—the SMART Park and Ride facility at your Metro Community Planning Committee Public Hearing held September 4, 2001 which I was unable to attend. I am submitting the essential points of my comments and Ms. Cowan's to be considered in the written record.

I appreciate the opportunity to express the critical nature of the Boeckman Road Extension Project and the SMART Park and Ride facility. However, we are very disappointed in the staff recommendation of August 31, 2001 to only provide half of the requested funding. It also appears that this funding was achieved at the expense of the SMART Park and Ride facility. I fear that by funding half of the amount requested for both of these projects, the viability of each is compromised. I urge JPACT and the Metro Council to fully fund both projects. Here's why:

The Boeckman Road Extension Project is vital to the entire region. It is a Metro designated Regional Street that will provide a multi-modal link to the proposed Dammasch Mixed-Use Urban Village to industrial and employment areas, the Wilsonville Commuter Rail Station and Transit Center, Interstate 5 and Wilsonville Town Center. It allows Metro to use a small portion of its funds and resources strategically for a project that will help maintain the Urban Growth Boundary. The Dammasch Urban Village will provide at least 2,300 housing units within the current UGB, but without the extension of Boeckman Road, it cannot be developed.

Please consider these points:

- This project provides Metro the opportunity to demonstrate that it can meet its 2040 Goals. A linchpin in meeting those goals is development of the Dammasch Urban Village, which will assist the region in maintaining the Urban Growth Boundary.
- Much has been made of public-private partnerships and this project is an excellent example. We have recently interviewed potential developers of the Dammasch property. The City and the developers are willing to move forward on their commitment and make substantial investments to make this project happen. The

region must demonstrate its commitment to the partnership by stepping up to the plate with the requested \$1 million. It is a small but important investment. The staff recommendation of only \$500,000 does not demonstrate a strong commitment to this regional priority project.

- Westside Commuter Rail is an extremely high priority for the region and the state as well. It is considered a cost-effective key to resolving some of the area's transportation deficiencies. Completion of the Boeckman Road Extension is an essential component to making commuter rail work. The project will provide necessary off-site access to the commuter rail station. Without these improvements, commuter rail will have a limited ability to serve commuters outside Wilsonville when it should be serving the whole south metro region.
- This project must happen now, not four or five years from now. The state property that will make the Dammasch Urban Village possible will most likely not be available if the Boeckman Road Extension is not completed until after 2006.

The South Metro Area Rapid Transit (SMART) Park and Ride Project

The requested \$1.172 million of MTIP funding is for purchasing land for a 250-space park-and-ride area and transit center. Staff recommended that just \$586,000 of this amount be funded, even though earlier it was targeted to receive the full amount requested. Last year, the SMART Park and Ride project was identified on the 2000-2003 MTIP Priorities 150% list. It is our understanding that first consideration for the 2002-2005 MTIP process was to go to those projects that were highly ranked and unfunded in the prior MTIP process. This year, the project received a favorable ranking and is included on JPACT's Approved 150% list, but then was not included in Metro Council's priority list. We urge you to support this most important local and regional multi-modal project.

The SMART Park and Ride facility will be co-located with the commuter rail terminus on Wilsonville's Westside to provide a single transfer site for bus, rail and carpool passengers. This project provides an important and necessary regional link for commuters traveling to points north and south along the I-5 corridor through Wilsonville. As the proposed terminus for Commuter Rail and given Wilsonville's close proximity to I-5, a Park-and-Ride center in our city has the potential to serve I-5 commuters from the entire south metro area including Canby, Donald, Aurora, and Woodburn. While these communities are outside Metro's jurisdiction, their commuters seriously impact the metro area transportation capacity. The more of these vehicles that remain in Wilsonville with their drivers taking transit, the more capacity is preserved in the critical I-5, I-205, and Highway 217 corridors.

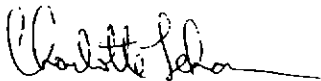
There is limited land available near the commuter rail terminus. It is imperative that we acquire the most appropriate land as soon as possible to build a park and ride facility. Any further delay in acquiring land for this purpose will risk losing the optimal site and will result in higher costs. As you know, the Wilsonville business community fully funds SMART's fareless transit system whose ridership continues to expand. SMART presently leases 55 parking spaces from several retailers for park and ride users. These spaces are and have been at capacity for some time with demand steadily increasing. Wilsonville lacks parking and transfer facilities for drivers who want to use public transportation or rideshare options.

This Park-and-Ride and Transit Center will provide a centralized point of access for pedestrians, bicyclists, car and vanpools, and motorists traveling north and south through Wilsonville. In addition, co-locating this facility adjacent to the commuter rail terminus will further enhance multi-modal and regional connectivity.

The City of Wilsonville feels a great sense of urgency that both of these projects receive the funding and the support of JPACT and the Metro Council. It should be a top priority given its significance in enabling the region to meet its 2040 vision. If however, you opt to follow staff's recommendations, we ask that you commit the funds currently allocated to both to just the SMART Park and Ride facility. We must purchase this property as soon as possible. We have a willing seller, but we don't know for how long. We do not have other fund sources to acquire the property. Even though the Boeckman Road Extension is equally important, we believe that the viability of either project is jeopardized if they receive only half of the funds requested. These projects deserve separate consideration and full support. It does not serve the region well to split funds between them.

Although the Sunrise and Sunset Corridors get a lot of attention and seem to be the focal points of the MTIP funds, the Interstate-5 Corridor is the main west coast arterial stretching from southern California to Canada, not to mention that it connects Oregon's most populous cities. It is the primary freight route moving goods in and out of the whole Portland region and maintaining its capacity is critical to Oregon commerce. Certainly it deserves more consideration in this funding process. The Boeckman Road Extension project and the SMART Park and Ride facility encourage the use of transit and alternative modes of transportation. The Boeckman Road Extension in particular allows Metro to use these funds in a forward-thinking, strategic way that will have a lasting, positive impact on the region far into the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Charlotte Lehan", with a long horizontal flourish extending to the right.

Charlotte Lehan
Mayor



September 10, 2001

David Bragdon
Metro Council, Presiding Officer
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Bragdon:

It has come to my attention that Metro is taking public comment on funding allocations for transportation programs and projects. The City of Tigard strongly supports funding of Transportation Management Associations (TMA's), particularly the Westside Transportation Alliance (WTA). The WTA has been invaluable in helping Tigard with many transportation issues including working with Tri-met and assisting with our Washington Square Regional Center plan. Continued financial support of this TMA would allow for continued support of the implementation of our regional center plan which calls for multi-modal development, implementation of TDM measures, and a potential TMA for the Washington Square Regional Center area. In addition, the WTA will continue to assist Tigard in addressing all of its transportation needs. Please consider the TMA's and their invaluable contribution to the Metro area when making your funding allocation decisions.

Sincerely,

A handwritten signature in black ink, appearing to read "James N.P. Hendryx", is written over a horizontal line.

James N.P. Hendryx
Community Development Director

Global Payment Processing
P O Box 1908
Tualatin, Or. 97062

Metro Council
Metro Regional Government
600 NE Grand
Portland, OR 97232

Dear Chairman Park and Members of the Council,

I am writing to you as a member of the Tualatin business community and Tualatin Chamber of Commerce Board of Directors, to ask that you please fully fund the I-5/Nyberg interchange and widening project.

It has come to my attention that the City of Tualatin may not be granted MTIP 2002 funds for this project and this concerns me greatly.

I live and work in Tualatin and therefore deal with the city's traffic congestion every day. There are constant back-ups along many of our arterial roads due to the congestion created by the current interchange. This congestion severely impacts our downtown. Tualatin has worked very hard as a city to implement the types of 2040 development that our region has encouraged. This congestion adversely affects our ability as a city to create a multi-modal city, it is almost impossible to cross a street or ride a bicycle along many of our roads.

Furthermore, congestion is adding to the costs of doing business in Tualatin. Our city has three major highways converging within it, 99W, I-5 and I-205. Speedy freight movement is critical to our business community and movement in and out of the industrial area is hampered due to traffic congestion created by the current I-5 /Nyberg intersection. This congestion is not just affecting Tualatin but also regional freight movement needs. When traffic is backed up along I-5 it is also backed-up in Tualatin and along I-205. Business trying to move freight from south of Tualatin to the Metro area and back are delayed while trying to move through the Tualatin area.

The I-5 intersection is also an important access to a large hospital in our city, congestion at this intersection can create severe delays for emergency vehicles moving in and out of the area.

A recent city survey indicated the traffic congestion was the highest rated problem to our residents and businesses. This is because traffic congestion is becoming unbearable within our city.

Please seriously consider the adverse affects that traffic has on our city and fully fund the I-5/Nyberg road interchange project.

Yours sincerely,

Barbara McCarthy
Owner

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 01-3098
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM TO ALLOCATE) Introduced by
FY 2004 – 05 CONGESTION MITIGATION/AIR) Rod Monroe,
QUALITY (CMAQ) AND SURFACE) JPACT Chair
TRANSPORTATION PROGRAM (STP) FUNDS

WHEREAS, State and federal regulations require that funding for transportation improvements occurring within Metro's jurisdiction must be shown in a Metropolitan Transportation Improvement Program; and

WHEREAS, The Region anticipates that reauthorization of a multi-year federal transportation act (hereafter "the Act") will occur (e.g., the Transportation Equity Act for the 21st Century); and

WHEREAS, Metro and ODOT concur that the Act will most likely continue to authorize both the CMAQ and STP programs and that regional funding from these programs in FY 04 and FY 2005 can reasonably be assumed to equal sums authorized in the final year of the current Act (i.e., a combined amount of \$50 million); and

WHEREAS, A sum of \$6 million per year for the Interstate MAX project has been previously authorized in both FY 2004 and 2005, leaving \$38 million unallocated; and

WHEREAS, Metro and ODOT have cooperated in an 12-month process to solicit project nominations for the unallocated regional portion of these funds, and included extensive outreach to eligible agencies and the public and included technical analysis of each project submitted; and

WHEREAS, Metro has integrated the ODOT Region I Modernization Program into the MTIP process and that ODOT has at its principal discretion a sum of approximately \$28 million for road expansion work which it desires to allocate to construction of the third phase of the U.S. 26 Sylvan Interchange project which is the region's stated first priority freeway project; and

WHEREAS, The Oregon Transportation Commission will early next year approve a program of bond funded roadway expansion projects for which freeway, interchange and highway capacity expansion projects in the Metro Region as part of the statewide program; and

WHEREAS, Past federal reauthorizations have twice provided funds in excess of those anticipated by Metro in MTIP updates so that sums in excess of \$38 million may be available in FY 04 and 05; now, therefore

BE IT RESOLVED:

1. The program of funds shown in Exhibit A of the Resolution is approved and directed to be published in a full 2002 – 2005 MTIP document incorporating all federal program categories.
2. Approval of this program is contingent on conditions contained in Exhibit B.
3. Following approval of this program, staff is directed to immediately initiate air quality analysis for all previously conformed and exempt projects and to subsequently initiate air quality conformity determination for the remaining projects.

ADOPTED by the Metro Council this _____, day of _____, 2001.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

**PRIORITIES 2002 MTIP UPDATE
TPAC RECOMMENDED 100 PERCENT PROGRAM ALLOCATION**

**EXHIBIT A
To Resolution No. 01-3098**

A. Planning	B. Road Modernization	C. Road Rehabilitation	D. Bridges	E. Transit	F. Sidewalk
TPAC RECOMMENDED 100% LIST	TPAC RECOMMENDED 100% LIST	TPAC RECOM'D 100% LIST	TPAC RECOM'D 100% LIST	TPAC RECOMMENDED 100% LIST	TPAC RECOMMENDED 100% LIST
eping1 Will. Shoreline Rail/Trail Study \$0.300 eping2 Regional Freight Program 0.150 eping3 RTP Corridor Project 0.300 eping4 Metro Core Reg. Planning Prog. 1.480 eping5 So. Corridor Transit Study 4.000 Proposed Total: \$6.230	1 cm1 Clack. Co. ITS/ATMS Ph. 2 0.500 2 wm2 Cornell Rd. Cor. ITS 0.375 3 wm6 I-5/Nyberg Interchange (Con) 3.500 4 mm1 Gresham/Mult. Co. ITS Ph. 3 0.750 8 wmf SW Greenburg: Wash Sq/Tiedeman (row) 0.390 9 mm2 223rd O'ving ROW 0.134 11 cm4 Boeckman Rd. Extension 0.500 The 5th ranked Mod project is shown in Freeway column. Proposed Total: \$6.149	1 mb3 Naito Parkway: Davis/Market \$1.500 2 cm1 Johnson Crk Blvd: 36th/45th 0.800 Proposed Total: \$2.300	No Bridge Projects Requested Proposed Total: \$0.000	1 PF2 N. Lombard RR O-Xing \$2.000 Proposed Total: \$2.000	1 mb1 Division Pl. 2: Main/Cleveland 0.989 2 ps1 102nd Ave: Hancock/Main 0.700 3 mb2 Stark: 190th/197th 0.800 4 cm3 McLoughlin PE: I-205/RR Tunnel (PE) 0.625 Proposed Total: \$3.114
CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST
eping1 Will. Shoreline Rail/Trail Study \$0.250 eping2 RTP Corridor Project* 0.300 *to be made up by ODOT contribution Proposed Total: \$0.550	4 mm1 Gresham/Mult. Co. ITS Ph. 3 0.250 6 cm2 Sunnyside Road: 122nd/132nd PE 0.625 7 wm7 Farmington Rd: Hocken/Murray (ROW & C 8.210 8 wmf SW Greenburg: Wash Sq/Tiedeman (Con) 0.384 10 ps1 SE Foster Rd/Kelly Creek 1.500 11 cm4 Boeckman Rd. Extension 0.500 Proposed Total: \$11.469	 Proposed Total: \$0.000	No Bridge Projects Requested Proposed Total: \$0.000	2 PF1 East End Connector PE 1.000 Proposed Total: \$1.000	5 cm1 Boones Fry: Madrone/Kruse Way 0.500 6 wbf1 Cornell: Trail Av/Saltman Rd 3.500 Proposed Total: \$4.000
G. Pedestrian	H. Bikes/Bike	I. TOD	J. TOD	K. Transit	L. Freeway
TPAC RECOMMENDED 100% LIST	TPAC RECOMMENDED 100% LIST	TPAC RECOM'D 100% LIST	TPAC RECOM'D 100% LIST	TPAC RECOMMENDED 100% LIST	TPAC RECOMMENDED 100% LIST
1 WP1 Park Way Sidewalk: Marlow/Parkwood \$0.235 1 CP2 Mistaba Ave. Ped: Will/Pearl & Main View/Holmes 0.500 2 WP7 For. Grove Town Ctr Ped Improvmts 0.200 3 WP6 Murray Sidewalk: Fanny/675 No. 0.119 4 WP2 198th Ave Sidewalk: TV Hwy/Tredane St 0.170 5 WP3 Butner Rd Sidewalk: Marlow/Wood Way 0.180 Proposed Total: \$1.404	1 mb2 Morrison Br. Ped/Bike Access (Con) \$1.345 2 cb1 E. Bank Trail/Springwater Connector 2.228 3 wbf1 Fanno Crk Trail Phase 2 (Con) 0.888 4 mb1 Gresham/Fairview Trail (Con) 0.852 Proposed Total: \$5.313	1 TDH1 Regional TDM Program \$1.400 2 TDH4 Region 2040 Initiatives 0.285 3 TDH5 TMA Stabilization Program 0.250 4 TDH3 EDD Information Clearinghouse 0.094 5 TDH6 SMART TDM Program 0.110 Proposed Total: \$2.139	1 RTOD1 Metro TOD Program \$1.500 2 PTOD1 Gateway Reg. Ctr TOD Proj. 0.800 Proposed Total: \$2.300	S/N STP Commitment \$12.000 2 cr1 SMART Transit Ctr P&R (ROW) 0.586 Transit Develop. Prog. Reserve* 4.106 *Funds requested for McLoughlin/Barber and 1/2 of funds for Gresham & BV/Tigard are consolidated to a commitment for the TIP in 04/05. Proposed Total: \$16.692	3 wbf1 U.S. 26 Widening PE - Murray/185th* (RESE) 0.359 5 cm5 Sunrise Cor EIS/PE: I-205/Rock Crk Jct. 2.000 *Technical rank is tied with Nyberg O'ving in Mod column. Proposed Total: \$2.359
CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST	CUTS FROM JPACT 150% LIST
1 RP1 Reg. Ped. Access to Transit Prog. 2.000 2 WP7 For. Grove Town Ctr Ped Improvmts 0.200 6 MP1 257th Ave. Pedestrian Improvements 0.700 Proposed Total: \$2.900	2 cb1 E. Bank Trail/Springwater Connector 1.712 5 cb2 Wash. St. Bike Lane: 12th/16th 0.750 Proposed Total: \$2.462	2 TDH4 Region 2040 Initiatives 0.210 3 TDH5 TMA Assistance Program 0.250 5 TDH6 SMART TDM Program 0.035 Proposed Total: \$0.495	1 RTOD1 Metro TOD Program \$0.600 Proposed Total: \$0.600	1 rbf1 McLoughlin/Barber TOL Svc. Maint* NA 2 cr1 SMART Transit Center ParkARide 0.586 3 mb1 FY 04/05 Gresham TOL Svc* NA 4 wbf1 FY 05 BV/Tigard TOL Svc* 1.256 *Actual service decisions for FY 04/05 TBD by TransR Develop. Prog. Proposed Total: \$1.842	5 cm5 Sunrise Cor Ph. 1 PE: I-205/Rock Crk Jct. 2.000 Proposed Total: \$2.000

Grand Total (w/out Interstate MAX) **\$38.000**
 Grand Total (w/ Interstate MAX) **\$50.000**

PRIORITIES 2002 MTIP UPDATE
CONDITIONS OF PROGRAM APPROVAL

ROAD MODERNIZATION

- WM6 While the I-5/Nyberg Overcrossing project is fully funded through this MTIP, it is Bond Program eligible and could apply for funding from that program.
- MM1 The \$750,000 for the Gresham/Multnomah County ITS project is contingent on first use of the funds to develop and implement technology needed to implement traffic adaptive signal timing in the region.
- CM 4 The \$500,000 for the Boeckman Road Widening EIS/PE project is contingent on the project sponsor assuming responsibility for completion of the EIS and PE

TRANSIT-ORIENTED DEVELOPMENT

- PTOD1 The \$800,000 for the Gateway Regional Center TOD is contingent on execution of an Agreement Letter between Metro's Planning Director and the Portland Development Commission's Development Director.

TRANSIT

The \$4.106 for the Transit Investment Program Reserve is contingent on Tri-Met developing a five-year transit service and capital plan with input from the Metro Council, JPACT and TPAC. Upon completion, an MTIP amendment to allocate the reserve to specific start-up and/or capital projects will be considered.

TRANSIT DEMAND MANAGEMENT PROGRAM

- TDM4&5 The TDM Subcommittee is authorized to make project allocations from 2040 Initiatives and TMA Stabilization program funds hereby approved and is directed to report on such allocations periodically to TPAC.

MAINLINE FREEWAY

- WM1 The \$359,000 for PE for the U.S. 26 Widening from Murray to 185th is allocated to a Reserve Account, to be made available to the project sponsor at such time as an amendment of the 2000 RTP Financially Constrained Network has been approved, demonstrating increased funding or decreased Washington County project costs and air quality conformity of the ultimate intended scope and concept of the project with

EXHIBIT B
To Resolution No. 01-3098

the State Implementation Plan. Additionally, this allocation is predicated on Washington County funding one-half the project construction cost.

CM5 The \$2.0 million for the Sunrise Corridor EIS/PE project is intended to support the following:

- \$1.0 toward the DEIS/FEIS/PE for the segment extending from I-205 to the Rock Creek Junction, with all other costs needed to complete the DEIS/FEIS/PE provided by ODOT and Clackamas County; and
- \$1.0 million for completion of exceptions” findings needed for the portion of the project extending from Rock Creek to U.S. 26 and for the preparation of a Damascus Area Concept Plan upon completion of Metro’s UGB Periodic Review.
- This allocation is subject to Metro’s review of scope and budget to carry out these activities. Specific allocations to the defined work may change accordingly.

PEDESTRIAN PROJECTS

RP1 Tri-Met and Metro shall complete the transit priority sidewalk inventory and define a Pedestrian to Transit Program and coordinate with local governments for recommendation of a program of projects for consideration in the next MTIP Update.

ALL PROJECTS

- Any project, regardless of fundtype, approved for funding in the MTIP, by this or any preceding action, shall coordinate with Tri-Met regarding sidewalk and bus shelter components.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-3098 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FY 2004 – 05 CONGESTION MITIGATION/AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION PROGRAM (STP)

Date: August 31, 2001

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would update and amend the Metropolitan Transportation Improvement Program (MTIP) to allocate and authorize obligation of FY 2004 – 05 federal and state highway funds on projects and programs. It would authorize staff to coordinate scheduling of work phases, assignment of various funding types to specific projects and to balance projects programmed in the first two years of the new MTIP (i.e., FY 02 and 03) with funds allocated in the last two years (i.e., FY 04 and 05). This work will be shown in a complete MTIP document, that will also show programming of all other fundtypes (e.g., road preservation, bridge rehabilitation, etc.) for approval in the near future. The work will also include an air quality analysis determination and an environmental justice screen consistent with federal guidelines.

BACKGROUND AND ANALYSIS

Metro and ODOT began coordination of the FY 2002 MTIP/STIP Update in September 2000. A revenue target of \$38 million was established and procedures were approved governing public involvement and project nominations, ranking and selection. Attachment 1 summarizes the highlights of these activities. A key feature of the selection process was the decision to use the 2000 MTIP "150 Percent Cut List" as a base package of projects for consideration in the current update. The modal technical ranking criteria approved by JPACT for use in the 2000 MTIP Update were used to technically rank projects. The Metro Council also provided a set of five criteria they used, in concert with the JPACT technical ranking system, to identify a preliminary statement of Council project priorities. A Summary of the JPACT criteria are shown in Attachment 2. The Council Criteria are shown in Attachment 3.

FUNDING OPTIONS DISCUSSED BY TPAC

At TPAC, Metro staff presented a Base Recommendation totaling \$39.712 million of projects. Several options were also presented for TPAC consideration that would cut this to a \$38 million program recommendation. The options considered by TPAC are reviewed below.

Option 1: Future Funding Priority for East Bank/Springwater Trails Connector

Option 1 would balance the program by approving a \$2.228 million first phase of the E. Bank/Springwater Trails Connector project. This phase would design the entire Connector

project and construct a first phase bridge crossing of the Railroad tracks and access from the west terminus of the bridge to McLoughlin Boulevard. On-street grade crossings of McLoughlin Boulevard and Johnson Creek would then connect to the East Bank Trail near the Sellwood bridge.

The residual \$1.712 million needed to construct phase 2 bridge crossings of McLoughlin Boulevard and Johnson Creek would be identified as the Region's highest priority for funds from the Statewide Transportation Enhancement (TE) program, assuming reinstatement of the program by the Oregon Transportation Commission (OTC) for the FY 2006 program. If the funds were not awarded from the State-run TE program, the balance of the requested funds would be treated as a commitment against FY 2006 regional funds in the next update, or from additional FY 04/05 funds should they materialize in the next authorization. Additionally, it is anticipated that the Nyberg Interchange project sponsors will apply for ODOT Bond funding of the project. Should bond funds be awarded to the project, any released regional funds would be applied toward the Connector project.

Option 2: I-5/Nyberg Overcrossing Strategy

Option 2 would balance the program by award of only \$1.75 million, or half the \$3.5 million requested, for the I-5/Nyberg Overcrossing project. Tualatin would pursue the balance in the ODOT Bond program. Metro, and hopefully ODOT, would endorse the project to the OTC for bond funding. Should no bond funds be awarded, the \$1.75 million would be treated as a commitment against FY 2006 regional funds in the next update, or from additional FY 04/05 funds should they materialize in the next authorization. This would enable the project to proceed, at the latest, in fall of 2005.

Option 3: Overprogramming

Option 3 was developed during the TPAC meeting. It would not balance the program. Rather, it would approve overprogramming of the fourth year of the MTIP by \$1.712 million. (In other words, the Base Program in Exhibit 1 would be approved as shown.) Overprogramming would reduce revenue available for allocation in FY 06 (or earlier, depending on FY 04/05 revenue levels approved in the TEA-21 reauthorization) by \$1.712 million. It would permit programming the full amounts requested for both the Nyberg and Springwater projects and would enable pursuit of flexible financing arrangements by one or both projects that would not be possible without authorization of the full requests (e.g., advance construction agreements, State Infrastructure Bank loans, tapered match, etc).

TPAC RECOMMENDATION

The TPAC recommended program is based on a Metro staff recommendation that was reviewed at the August 31 TPAC meeting. The staff recommendation was based on blending a number of policy objectives and analyses, including:

- The technical ranking of each project and/or administrative factors that caused one project to move ahead of another;

- Metro Council policy guidelines for the program and their recommended project list, (all but one of the Council recommended projects is included in the TPAC recommended list); and
- A modal balance that recognized the multi-modal emphasis for the region's transportation system, as called out in the Regional Transportation Plan (RTP) and the 2040 Growth Concept; required bike, pedestrian and land use actions called for in the Portland-area Ozone and Carbon Monoxide Maintenance Plans; and general public opinion identified in recent Metro surveys and the MTIP public meetings held throughout the Update process.

On an 8/7 vote (one abstention), TPAC recommended that JPACT select Option 1 (cut \$1.712 million from the Springwater project) to reduce the Base Program presented by Metro Staff to \$38 million.

The discussion leading to this recommendation focused on a desire to recommend a \$38 million, financially constrained program; discomfort with the amount of funding contained in the Base Package for alternative modes; and the severity of congestion at the Nyberg interchange and its effects on both the Tualatin Town Center and I-5 operations.

Additionally, concern was expressed about over-programming on strategic grounds. The over-programming option developed at the meeting anticipated that both the Nyberg and Springwater project sponsors would pursue alternative funding. The Nyberg project would seek ODOT bond funds. The Springwater Connector project would compete in the State Transportation Enhancement program, which the OTC is expected to resume in FY 06. The ODOT representative questioned whether either project would fare well in these selection processes if the region had already made a funding commitment through the MTIP. Also, the Nyberg request will be small relative to most other projects expected to compete for the bond funds. Approving the modest Nyberg request might result in a decision by the OTC to drop an otherwise promising, but more expensive regional candidate.

There was also discussion about simply cutting approximately \$1.7 million of the lowest ranked projects. Given prospects for other revenue sources to pursue, and the realization that most of the lower ranked projects would come disproportionately from suburban areas of the region, TPAC did not consider this to be a viable or desirable means of balancing the program recommendation.

TW:ff

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Priorities 2002 MTIP timeline of key milestones

September 2000 to September 2001

The following dates represent highlights of the Priorities 2002 MTIP update. The activities summarized include Metro coordination with area jurisdictions to establish revenue targets and project nomination, ranking and selection procedures. At each significant point in the decision process, notice was provided to concerned citizens and agency representatives consistent with Metro's public involvement procedures and federal public involvement requirements.

Sept. 25	Postcard notice of MITP proposed public process to 1,500 addresses (early 45-day public comment period kickoff)
Dec. 5	Postcard notification mailed regarding start of public comment period on MTIP process and selection criteria sent to 1,500
Dec. 18	Release of project ranking/selection process recommendations
Dec. 18 to Jan. 16	Public comment period on process and selection criteria
Jan. 10	News release sent to media on public hearing at Metro
Jan. 16	End of public comment period and MTIP hearing before Metro Community Planning Committee
Jan. 18	Publication of summary of public comments on MTIP process
Jan. 25	Metro Council approved process for selecting and ranking of MTIP projects
Feb. 6	First printing of MTIP fact sheet
Jan. 26 to April 2	Project solicitation period
April 12	Release of nominated MTIP projects to JPACT
April 27	Fact sheet on MTIP process and public involvement reprinted
May 21-24	Placement of ads for public comment period and meeting
May 30	Post card notification of public comment period and meeting
June 8	TPAC review of technical rankings (special meeting)
June 12	News release on public comment period and meeting
June 12 to July 11	MTIP project ranking public comment period
June 18	Open house and public comment meeting at Metro, 6 to 9 pm
July 12	JPACT review of public comments
July 27	TPAC review and discussion
August 9	JPACT review and discussion
August 23	Post card/e-mail notification of MTIP hearing on Sept. 4
August 27	News release to media on MTIP hearing on Sept. 4
August 31	TPAC recommendation on final MTIP projects
→ Sept. 4	Public hearing, Council Community Planning Committee, 6 pm
Sept. 13	JPACT consideration of MTIP resolution, 7:30 am
Sept. 20	Metro Council consideration of MTIP resolution, 2 pm (tentative)

**PRIORITIES 2002 MTIP UPDATE
Technical Project Ranking Criteria**

**ATTACHMENT 2
To Resolution No. 01-3098**

ROAD MODERNIZATION	ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VHD eliminated in 2020 with truck delay factored to auto equivalent value.	GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT in 2020 (or VT at interchanges and intersections).	GOAL: Implement Blvd Design Elements for Least Cost. (15 points) Cost/mile/benefit points	GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/Truck hours of delay eliminated in 2020.
GOAL: Reduce Congestion (25 points) Project derives from CMS, consistent with 10% per capita VMT reduction. Compare base year V/C ratio (pm peak hr & direction) against ratios with and without project.	GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points) Reward pavement condition that is currently "fair" and will be "poor" 10 years into future.	GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points) Encourage projects that incorporate maximum feasible Blvd street design elements so alternative travel modes are appealing & safer.	GOAL: Reduce Delay of Freight & Goods Movement In/Thru the Region (25 points) Truck hours of delay eliminated in 2020.
GOAL: Safety (20 points) Accident rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts	GOAL: Safety (20 points) Accident Rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts.	GOAL: Safety (20 points) Target least safe/highest non-auto demand boulevard segments for improvement.	GOAL: Safety (20 points) Addresses high accident locations with special emphasis on hazardous road/rail situations and conflict with bike/pedestrian modes.

PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT reduced in 2020.	GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/(VMT * Ratio of '96 to 2020 mode splits in priority land uses needed to achieve 10% VMT reduction)/by miles.	GOAL: Reduce VMT at Reasonable Cost (15 points) Cost/VMT reduced in 2020.	GOAL: Increase Ridership at Reasonable Cost (25 points) Determine cost per new transit patron.	GOAL: Reduce VMT at Reasonable Cost (25 points) Cost/VMT reduced.
GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points) Compute new trips made by walking (or walking to transit) instead of by auto. Use 2020 mode split after reducing VMT 10%.	GOAL: Ridership (25 points) Determine potential ridership increase based on travel shed, socio-economic data and travel behavior survey data. Current methods assume 2020 mode splits adjusted to reflect 10% VMT reduction	GOAL: Increase Non-Auto Mode Share (25 points) Determine increase of transit, walk and bike trips that result from TOD program subsidy of market development.	GOAL: Increase Modal Share (35 points) Compute benefits in relation to 2020 ridership targets in areas proposed for service additions.	GOAL: Increase Modal Share (35 points) Compute non-SOV mode share increase and VMT reduction.
GOAL: Safety (20 points) Project corrects an existing safety problem. Factors such as traffic volume, speed, road width, citizen complaints, and especially proximity to schools will be considered in determining critical safety problems.	GOAL: Safety (20 points) Factors include blind curves, high truck & auto volume, soft shoulders, high reported accident rate, high speeds and especially proximity to schools	GOAL: Increase Density (20 points) Does the TOD project increase density within a one-quarter mile radius of transit above the level that would result without public subsidy from the TOD program?		

**METRO COUNCIL GUIDANCE:
2040 GROWTH CONCEPT
AND
PRIORITIES 2002 MTIP UPDATE**

Previous MTIP updates have emphasized implementation of the Region 2040 Growth Concept. It is the intention of the Metro Council that this emphasis be even more firmly advanced in the current update. Forty percent of the technical ranking of all candidate projects is linked to support of 2040 concepts. However, final selection of projects for funding is based on a combination of technical and administrative factors. At its January 25 meeting, the Metro Council approved supplemental guidance regarding specific elements of the 2040 Concept Plan that should be reflected in transportation programming decisions. The Council agreed that the guidance would not be formally amended into the Metro transportation project ranking system but that it should be provided as part of the solicitation package material. Under this guidance, the final list of the projects or programs proposed for funding should facilitate implementation of:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles,
- 5) development of a multi-modal transportation system,
- 6) projects for which there is no other readily available source of funding.



METRO

Explanation of Reductions to JPACT 150% List

1. Planning

- Willamette Shoreline Rail/Trail Study funding reduced from \$550,000 to \$300,000 to maintain geographic equity by allocating funds to other projects.
- RTP Corridor Project funding reduced from \$600,000 to \$300,000, conditioned upon matching resources from ODOT.

2. Road Modernization/Freeway

- Projects were selected in rank order through 5th rank.
- Gresham/Multnomah County ITS, Phase 3 (4th rank) funding reduced from \$1 million to \$750,000 to permit funding of more projects.
- Sunrise Corridor DEIS/FEIS/PE (5th rank) funding reduced from \$4 million for PE from I-205 to US 26 to \$2 million. Sunrise Corridor allocation assumes: (1) \$1 million will be used to complete the DEIS/FEIS/PE from I-205 to Rock Creek Junction, to be matched by County/ODOT resources as needed to complete the study; and (2) \$1 million will be used to complete RTP exceptions findings and master planning associated with potential future urban growth boundary decisions in the Damascus area to be matched by County funds.
- Sunnyside Road: 122nd/132nd (6th rank) was deferred to maintain geographic equity.
- Farmington: Murray/Hocken (7th rank) was deferred to permit funding of more projects (\$8.2 million project cost) and maintain geographic equity.
- SE Foster/Kelly Creek (10th rank). Although there are immediate, existing safety and congestion problems addressed by this project that are causing land use permits to be denied by the City of Portland, the project was deferred by staff due to significant, longer-term transportation issues that will be evaluated as part of the Pleasant Valley Concept Plan process and the Powell/Foster Corridor planning project (2002 TGM program).
- Boeckman Road (11th rank) was partially retained because of Dammasch urban village land use planning issues and 92 percent funding overmatch.

3. Boulevards

- Projects were selected in rank order through 4th rank.
- Boones Ferry Road (5th) deferred because of significantly lower technical score, incomplete design process and to maintain geographic equity.

- Cornell Road (6th rank) was deferred because of significantly lower technical score, incomplete design process, and high overall cost. Previously allocated funds were retained to allow the design process to continue. Development of a revised boulevard that is more consistent with Metro's "Livable Streets" design guidelines is encouraged.

4. Pedestrian

- Projects were selected in rank order through 5th rank.
- While the regional pedestrian access to transit project ranked high in the technical process, the scoring did not reflect the generalized nature of the project compared to other, more specific projects in the pedestrian category. For this reason, staff recommends that allocation of funds to this program be deferred until a regional pedestrian system inventory and program are in place to identify more specific needs that could be funded through future MTIP cycles.
- Forest Grove pedestrian improvements (2nd rank) funding reduced from \$400,000 to \$200,000 to maintain geographic equity.
- 257th Avenue (6th rank) deferred to maintain geographic equity.

5. Bike/Trail

- Projects were selected in rank order through 4th rank.
- Washington Street (5th rank) was deferred to maintain modal and geographic equity.

6. TDM

- The Regional TDM Program funding reduced by \$495,000, which is proportionally similar to funding reductions in other transportation modes throughout the MTIP. Emphasis was placed on preserving the core TDM program housed at Tri-Met (1st rank), while sustaining activity in other Regional TDM components, including the SMART TDM Program, the TMA Assistance Program and the Region 2040 Initiatives Program.
- TMA Assistance (3rd rank) funding reduced from \$500,000 to \$250,000. The program was renamed "TMA Stabilization" and emphasizes sustaining existing TMAs rather than starting new TMAs at this time.
- The Region 2040 Initiatives (2nd rank) funding reduced from \$500,000 to \$280,000.
- SMART TDM (5th rank) funding reduced from \$145,000 to \$110,000. This amount being consistent with the past Priorities 2000 allocation.

7. TOD

- Metro TOD program (1st rank) funding reduced from \$2 million to \$1.5 million to maintain geographic equity

8. Transit

- SMART Transit Center and Park-and-Ride (2nd rank) funding reduced from \$1.172 million to \$586,000 to maintain geographic equity. This provides 50 percent of the request for right-of-way purchase of a land parcel to serve as a transit center and park-and-ride for the SMART transit system. Federal discretionary transit funds were adopted

as part of the region's FY2002 priorities for construction. The land parcel is located near the terminus station of the proposed Washington County commuter rail project.

- Staff recommends creation of a Transit Investment Plan reserve that includes \$2.85 million requested for continuation of the McLoughlin/Barber service (1st ranked) and half of the funds requested for Gresham and BV/Tigard TCL (3rd and 4th ranked). This allocation would establish a reserve for funding transit capital projects and start-up costs for new service as prioritized by a short-term Transit Investment Plan at Tri-Met. To obtain regional funding from the reserve, Tri-Met would need to identify the capital projects or start-up service from their plan and obtain an MTIP amendment through the TPAC/JPACT/Metro Council decision process.

This is intended to establish a process that encourages regional funding to be used for capital projects and start-up service while recognizing the need to transition existing service supported by regional funding to a stable source of funding from other sources. The amount proposed to be allocated is \$1.794 million more than the amount requested for continuation of previous MTIP allocations for McLoughlin and Barber Boulevard bus service increases.

This allocation also supports the concept of Tri-Met developing a short-term strategy to implement the 20-year RTP priority system and to guide their annual service planning process. The development of such a short-term strategy should articulate trade-offs of providing different types of transit service and prioritize which capital investments and start-up service Tri-Met will be requesting MTIP allocations fund. Requests for start-up service should be accompanied by a strategy for long-term funding at conclusion of the TDP process.

9. Freight

- The East End Connector was deferred for reasons of geographic equity and because it is a strong candidate for ODOT Bond Program funding.