

A G E N D A

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METRO

MEETING:	JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION	
DATE:	May 8, 2008	
TIME:	7:30 A.M.	
PLACE:	Council Chambers, Metro Regional Center	
7:30 AM	1.	CALL TO ORDER AND DECLARATION OF A QUORUM Rex Burkholder, Chair
7:32 AM	2.	INTRODUCTIONS Rex Burkholder, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS
7:40 AM	4.	COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS Rex Burkholder, Chair
7:45 AM	5.	CONSENT AGENDA Rex Burkholder, Chair
	5.1	* Correction to the JPACT minutes for March 13, 2008
	5.2	* Consideration of the JPACT minutes for April 10, 2008
	6.	ACTION ITEMS
7:45 AM	6.1	* Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Allocation – Step 1 – <u>ACTION REQUESTED</u> Andy Cotugno
8:15 AM	6.2	* Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Allocation – Step 2: Local Distribution Ranking Criteria – <u>ACTION REQUESTED</u> Ted Leybold
8:25 AM	6.3	* Draft STIP Modernization Recommendation – <u>ACTION REQUESTED</u> Jason Tell
	7.	INFORMATION ITEMS
8:30 AM	7.1	* SB 566 Recommendation: Preview of Information for Special JPACT meeting on May 22 nd – <u>INFORMATION</u> Jason Tell
8:35 AM	7.2	* Transportation Finance: <ul style="list-style-type: none">• Report from Regional Transportation Authority Subcommittee• Report from Regional Lobby group on State package Lynn Peterson Andy Shaw
9:00 AM	8.	ADJOURN Rex Burkholder, Chair

Upcoming JPACT Meetings: Thurs., May 22, 2008, from 7:30 – 9:00 a.m. at the Metro Council Chambers (NEW MTG)
Thurs., June 12, 2008, from 7:30 – 9:00 a.m. at the Metro Council Chambers

- * Material available electronically.
- ** Material to be emailed at a later date.
- # Material provided at meeting.
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916. e-mail: kelsey.newell@oregonmetro.gov
To check on closure or cancellations during inclement weather please call 503-797-1700.

2008 JPACT Work Program

5/1/08

<p>January 2009</p>	<p>July 10, 2008</p> <ul style="list-style-type: none"> • HCT Plan Briefing • Milwaukie LRT Preferred Alternative – Approval • TriMet 5-year TIP Comments • Columbia River Crossing Preferred Alternative – Approval
<p>February 2009</p>	<p>August 14, 2008</p> <ul style="list-style-type: none"> • RTP Funding Framework – Discussion • Oregon Transportation Research Center – Program Overview
<p>March 2009</p>	<p>September 11, 2008</p> <ul style="list-style-type: none"> • Regional Flexible Fund Allocation, Step 2 – Briefing • Intro ODOT TIP Projects • I-5/99W Preferred Alternative RTP Amendment • Lake Oswego to Portland DEIS Funding Plan
<p>April 10, 2008</p> <ul style="list-style-type: none"> • Unified Work Program Approval/Certification • RTP Investment Scenarios – Discussion • Regional Flexible Fund Allocation, Step 1 – Briefing 	<p>October 9, 2008</p> <ul style="list-style-type: none"> • Release MTIP for public comment • Adopt regional position on state funding strategy • RTP Scenarios Analysis Report – Joint JPACT/MPAC Discussion (Date TBD)
<p>May 8, 2008</p> <ul style="list-style-type: none"> • Transportation Finance Options – Discussion • Regional Flexible Fund Allocation, Step 1 – Action • Regional Flexible Fund Allocation – Step 2: Local Distribution Ranking Criteria <p>May 22, 2008</p> <ul style="list-style-type: none"> • SB 566 Program – Approval • Performance-based Growth Management 	<p>November 13, 2008</p> <ul style="list-style-type: none"> • Wash., DC Trip – Debrief last year; prepare for next year • RTP Scenarios Analysis Recommended and Policy Refinements – Joint JPACT/MPAC Discussion (Date TBD) <p>MTIP Hearings</p>
<p>June 12, 2008</p> <ul style="list-style-type: none"> • Air Quality Update • RTP Evaluation Framework – Discussion • Milwaukie Preferred Alternative – Briefing • Columbia River Crossing – Briefing • 2008-11 STIP Modernization "cut" package – Approval • Transportation Finance – Preliminary Direction <p>Reg. Flex Fund Application Deadline</p>	<p>December 11, 2008</p> <ul style="list-style-type: none"> • Sellwood Bridge Preferred Alternative RTP Amendment • Sunrise Project Preferred Alternative RTP Amendment • Adopt regional position on federal funding strategy • Confirm RTP system develop-principles and criteria

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

DATE: May 1, 2008
TO: JPACT
FROM: Kelsey Newell, JPACT Recording Secretary
RE: Correction to the JPACT minutes for March 13, 2008

The March 13th JPACT meeting minutes were approved as part of the consent agenda at last month's meeting. However, after the meeting it was brought to my attention that there is a error under agenda item 6.1, Resolution No. 08-3916, For the Purpose of Adopting the Policy Direction and Program Objectives of the 2009 Regional Flexible Funding Allocation Process and 2010-13 Metropolitan Transportation Improvement Program (MTIP).

Below are the proposed corrections:

AMENDMENT #1: Commissioner Ted Wheeler moved, Mayor Paul Thalhfer seconded, to amend Resolution No. 08-3916, Exhibit A to include the Regional Bridge program into step one of the two-step regional flexible fund allocation process.

Discussion: Although Commissioner Roy Rogers was enthusiastic about continuing discussions on a regional bridge program, he did not support including it in the first step funding allocations. He cited the limited MTIP funds as reasoning.

ACTION TAKEN: With all in favor, two opposed (Rogers and ~~Peterson Harrington~~), and one abstained (Peterson) amendment #1 passed.

Approval of these changes would amend the March 13, 2008 meeting minutes.



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

April 10, 2008

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
Sam Adams
Rob Drake
Fred Hansen
Kathryn Harrington
Lynn Peterson
Roy Rogers
Jason Tell
Paul Thalhofer
Don Wagner
Ted Wheeler

AFFILIATION

Metro Council
Metro Council
City of Portland
City of Beaverton, representing Cities of Washington Co.
TriMet
Metro Council
Clackamas County
Washington County
Oregon Department of Transportation (ODOT-Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Washington DOT
Multnomah County

MEMBERS EXCUSED

James Bernard
Dick Pedersen
Royce Pollard
Steve Stuart
Bill Wyatt

AFFILIATION

City of Milwaukie, representing Cities of Clackamas Co.
DEQ
City of Vancouver
Clark County
Port of Portland

ALTERNATES PRESENT

Nina DeConcini
Donna Jordan
Susie Lahsene
Dean Lookingbill

AFFILIATION

DEQ
City of Lake Oswego, representing Cities of Clackamas Co.
Port of Portland
SW RTC

GUESTS PRESENT

Ed Abrahamson
Kenny Asher
Edward Barnes
Ken Born

AFFILIATION

Multnomah County
City of Milwaukie
Citizen
Multnomah County

Kelly Scannell Brooks	Office of Congressman David Wu
Jack Burkman	WSDOT
Danielle Cowan	Clackamas County
Jonathan David	City of Gresham
Greg Everat	Portland Parks & Recreation
Elissa Gertler	Clackamas County
Dave Nordberg	DEQ
Lawrence Odell	Washington County
Mark Ottenad	City of Wilsonville
Ron Papsdorf	City of Gresham
Phillip Parker	W.S.T.C.
Deborah Redua	HDR
Karl Rhode	BTA
Karen Schilling	Multnomah County
Randy Schannon	City of Gresham
Paul Smith	City of Portland

STAFF

Andy Cotugno, Ted Leybold, Amy Rose, Kathryn Sofich, Josh Naramore, Kelsey Newell, Kim Ellis, Tom Koster

1. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:35 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder announced that this year's Rail~Volution Conference will be held in San Francisco, October 26-29, 2008.

5. CONSENT AGENDA

**Consideration of the JPACT meeting minutes from March 13, 2008
Resolution No. 08-3928, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements**

Resolution No. 08-3929, For the Purpose of Adopting the Federal Fiscal Year 2009 Unified Planning Work Program

Resolution No. 08-3934, For the Purpose of Amending the 2035 Regional Transportation Plan (RTP) and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add a Safe Routes to Schools Pedestrian Project

MOTION: Commissioner Lynn Peterson moved, Councilor Donna Jordan seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

6. INFORMATION ITEMS

6.1 RTP Investment Scenarios

Mr. Andy Cotugno provided an overview of analysis that will be conducted over the summer using Metro's land use and transportation models. A set of land use investment policy choices will be tested using MetroScope. They will be complemented by a set of transportation policy choices that will be tested as part of the RTP update. The results of the analysis will be brought forward for discussion this fall.

Ms. Kim Ellis of Metro presented the recommended approach for analyzing the 2035 Regional Transportation Plan (RTP) "cause and effect" transportation investment scenarios. The analysis will evaluate the effects of distinct transportation policy choices on the future of the Portland metropolitan region. Ms. Ellis overviewed the 2035 RTP state component timeline, general project construct, scope and methodology. She highlighted the four transportation concepts to be tested in the analysis: Concept A – focus on multimodal connectivity, Concept B – focus on transit (HCT and regional), Concept C – focus on throughways and Concept D – focus on system management. The analysis will help the region better understand the effect of investments on transportation performance and development patterns. The investment scenarios will also begin framing some of the financial tradeoffs of different choices and would be linked to development of a funding framework and strategy.

Some committee members were concerned that the investment scenarios approach would not address impacts and/or trade offs for specific mobility corridors. Ms. Ellis stated that Metro, TriMet and ODOT Region 1 technical staff would convene a series of workshops to address regional corridors. Some committee members felt the analysis would be helpful.

The committee supported the investment scenarios approach. Additional discussion included the need to consider park and ride structures, collaboration with other SW Washington planning efforts (e.g. RTC HCT or additional Columbia River Crossing), expanded ramp metering and greenhouse gas reduction strategies.

6.2 Review of MTIP

Mr. Andy Cotugno (with assistance from Ted Leybold) provided a presentation on the 2010-13 Regional Flexible Fund step one program allocation proposals. The presentation included information on:

- Process Summary
- Step One: Regional Program Applications
 - High Capacity Transit (HCT) Implementation
 - Metro Planning
 - Regional Travel Options (RTO)
 - Transportation System Management & Operations Program (TSMO)
 - Transit Oriented Development (TOD)
 - Local Jurisdiction Bridges (Options: (1) Sellwood Bridge, (2) Willamette River Bridges or (3) Regional Bridges)
 - Pedestrian and Bicycle (Options: (1) Regional Program, (2) Supplemental Trail Program or (3) Continued Historical Commitments in Step 2)
- Step One Decision Process
- Direction on Participation in Step Two Process

Staff anticipated approximately \$67.8 million would be available for the 2012-13 MTIP cycle. Mr. Cotugno overviewed revenue sources/programs as well as potential allocations for steps one and two.

Committee members (Adams, Rogers and Hansen) supported the proposed allocation of \$7.4 million in additional HCT bonding.

Mr. Jason Tell recommended utilizing existing agency and jurisdictional staff and non-profit organizations to administer the proposed regional bike and pedestrian program verses allocating 2012-13 MTIP funds for additional Metro staff FTE.

Additional committee discussion included clarification on project phasing and bonding, the importance of allocating to local governments for local projects, geographic sub allocations and development of criteria/standards for new regional programs in step one.

7. ADJOURN

Commissioner Peterson proposed that an update on the Regional Transportation Authority Task Force (JPACT subcommittee) be given at the May JPACT meeting.

Mr. Tell stated that ODOT Region 1 has scheduled a presentation and open house for April 17th to address the draft 2012-13 Statewide Transportation Improvement Program (STIP). He indicated ODOT Region 1 staff would be recommending that the \$15 million of 2012-13 ODOT Modernization funds be allocated to the US 26 widening project that was the cut from the 2008-11 STIP.

MOTION #1: Mayor Rob Drake moved, Commissioner Roy Rogers seconded, to restore the \$15 million 2012-13 ODOT modernization funds to the US 26 widening project.

Discussion: Some committee members were concerned with restoring funds to a project without reviewing the entire modernization reduction list. Members requested additional time for discussion at the May JPACT meeting.

MOTION #2: Councilor Robert Liberty moved, Councilor Jordan seconded, to table the motion #1 for further discussion at the May JPACT meeting.

ACTION TAKEN: With all in favor and one opposed (Rob Drake) the motion #2 passed.

Seeing no further business, Chair Burkholder adjourned the meeting at 9:14 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 10, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.0	Fyler	N/A	Flyer for the 2008 Rail~Volution conference	041008j-01
4.0	Work Program	4/09/08	Updated JPACT work program	041008j-02
6.1	Timeline	4/2/08	Timeline of key milestones for the state component of the 2035 RTP	041008j-03
6.2	Applications	N/A	Updated handout of the 2012-13 MTIP regional program allocation applications. Updates made to application 7: Willamette River Bridges only.	041008j-04
6.2	PowerPoint	4/10/08	Regional Flexible Fund 2010-13 Step 1: Regional Program Applications presented by Andy Cotugno and Ted Leybold	041008j-05
7.0	Flyer	N/A	ODOT Region 1 flyer for the 2012-13 STIP Open House	041008j-06



DATE: April 29, 2008
 TO: Metro Council, JPACT and Interested Parties
 FROM: Andy Cotugno, Planning Director
 SUBJECT: TPAC Step 1 Recommendation for Regional Flexible Funds

* * * * *

JPACT and the Metro Council have been briefed on potential regional programs that have been considered for proposed funding in Step 1 of the regional flexible funding allocation process. The briefings outlined the function of the programs, their historical amounts of funding from regional flexible funds and other sources, and the how the programs address the policy objectives of the regional flexible funding program.

Based on these considerations and the forecast of funding available, TPAC is recommending the following funding proposal for the Step 1 allocation to regional programs and additional direction for the Step 2 allocation process for local project applications.

Step 1 Proposed Allocation: TPAC Recommendation

Revenue Source or Program	Revenues	Proposed Allocation
Forecast of Funding Available	\$67.800	
Existing High Capacity Transit (HCT) Bond Payment		\$18.600
Additional HCT bonding; Milwaukie LRT and Commuter rail		\$7.400
Lake Oswego to Portland HCT Corridor environmental work		\$4.000
Metro Planning		\$2.116
Regional Travel Options (RTO) program		\$4.407
Transit Oriented Development (TOD) program		\$5.777
Transportation System Management & Operations (TSMO) program		\$3.000
Regional travel behavior survey		\$0.350
Next Corridor planning		\$0.500
Local project funding reserve for Step 2		\$21.650

Step 2 process: TPAC Recommendation

- Minimum allocation to Pedestrian & Bicycle projects: \$7.2 million
- TOD, RTO, TSMO programs not eligible for funding in step 2.
- On-street transit, diesel retrofit, & bridge projects are eligible for funding in step 2.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROPOSING)	RESOLUTION NO. 08-3942
ALLOCATION OF REGIONAL FLEXIBLE)	
FUNDING TO REGIONAL TRANSPORTATION)	Introduced by Councilor Rex Burkholder
PROGRAMS FOR THE YEARS 2012 AND 2013,)	
AND TO BOND PAYMENTS FOR)	
CONTRIBUTIONS TO THE MILWAUKIE)	
LIGHT RAIL TRANSIT AND WILSONVILLE TO)	
BEAVERTON COMMUTER RAIL PROJECTS)	
FOR THE YEAS 2013 - 2025 PENDING PUBLIC)	
COMMENT PERIOD AND AIR QUALITY)	
CONFORMITY DETERMINATION)	

WHEREAS, approximately \$67.8 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs; and

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

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No. 08-3916A, For The Purpose of Adopting the Policy Direction and Program Objectives for the 2009 Regional Flexible Funding Allocation Process and 2010-2013 Metropolitan Transportation Improvement Program (MTIP), adopted March 20, 2008; and

WHEREAS, the policy guidance report called for the creation of a two-step allocation process with the first step to consider recommendation of funding for regionally administered programs and a second step to consider recommendation of funding for local project applications; and

WHEREAS, TPAC and JPACT have considered funding options for step one of four existing programs administered by Metro, high capacity transit implementation funding, and two potential new programs for regional bridges and pedestrian & bicycle implementation; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on funding of these programs and guidance for the step two process as shown in Exhibit A, to allocate funding in response to policy direction, technical evaluation, qualitative factors, and public comments; and

WHEREAS, a proposal has been submitted for a supplemental commitment of regional flexible fund contribution to the Milwaukie light rail transit and Beaverton to Wilsonville Commuter rail projects as demonstrated in Exhibit B; and

WHEREAS, the supplemental funding would add \$3.7 million per year to the existing high capacity transit implementation bond payment between 2012 and 2015 and then extend the \$13 million per year commitment from 2016 through 2025; and

WHEREAS, the \$144.8 million of supplemental funding would contribute \$72.5 million net present value contribution to the Milwaukie light rail transit project and \$13.3 million net present value contribution to the Beaverton to Wilsonville Commuter rail project; and

WHEREAS, additional information will be developed and considered for legislation adopting the preferred alternative and finance plan of the Milwaukie light rail project and for the inter-governmental agreement to define the terms and conditions of the supplemental bond agreement; and

WHEREAS, public comment will be solicited on these proposals and an air quality analysis will be conducted on the projects selected for funding for conformity with air quality regulations; now therefore

BE IT RESOLVED that the Metro Council hereby accepts the recommendation of JPACT on the proposed allocation of regional flexible funds to regional transportation programs, as shown in Exhibit A, pending public comment and air quality analysis; and

BE IT FURTHER RESOLVED that the Metro Council hereby accepts the recommendation of JPACT to solicit public comment on the proposed multi-year commitment of regional flexible funds to the supplemental bond funding of high capacity transit implementation as shown in Exhibit B.

ADOPTED by the Metro Council this ____ day of May 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A
Regional Flexible Funds

Step 1 Proposed Allocation

Revenue Source or Program	Revenues	Proposed Allocation
Forecast of Funding Available	\$67.800	
Existing High Capacity Transit (HCT) Bond Payment		\$18.600
Additional HCT bonding; Milwaukie LRT and Commuter rail		\$7.400
Lake Oswego to Portland HCT Corridor Environmental Impact Statement (EIS) work		\$4.000
Metro Planning		\$2.116
Regional Travel Options program		\$4.407
Transit Oriented Development program		\$5.777
Transportation System Management & Operations program		\$3.000
Regional travel behavior survey		\$0.350
Next Corridor planning		\$0.500
Local project funding reserve for Step 2		\$21.650

Step 2 process recommendations

- Minimum allocation to Pedestrian & Bicycle projects: \$7.2 million
- Regional TOD, RTO, TSMO programs not eligible for funding in step 2.
- On-street transit, diesel retrofit, & bridge projects are eligible for funding in step 2.

**Exhibit B to Resolution 08-3942
Supplemental Multi-Year Commitment of MTIP Funds**

1. Pending approval following a public comment period, Metro proposes to supplement the multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) Funds for the region’s high capacity transit program that was last approved by Resolution No. 04-3468 and amend the MTIP as follows:

Fiscal Year [a]	Current Multi-Year MTIP Commitment Under Resolution No. 04-3468	Proposed Supplemental Multi-Year MTIP Commitment	Total Multi-Year MTIP Commitment
2008	\$9,300,000		\$9,300,000
2009	\$9,300,000		\$9,300,000
2010	\$9,300,000		\$9,300,000
2011	\$9,300,000		\$9,300,000
2012	\$9,300,000	\$3,700,000	\$13,000,000
2013	\$9,300,000	\$3,700,000	\$13,000,000
2014	\$9,300,000	\$3,700,000	\$13,000,000
2015	\$9,300,000	\$3,700,000	\$13,000,000
2016		\$13,000,000	\$13,000,000
2017		\$13,000,000	\$13,000,000
2018		\$13,000,000	\$13,000,000
2019		\$13,000,000	\$13,000,000
2020		\$13,000,000	\$13,000,000
2021		\$13,000,000	\$13,000,000
2022		\$13,000,000	\$13,000,000
2023		\$13,000,000	\$13,000,000
2024		\$13,000,000	\$13,000,000
2025		\$13,000,000	\$13,000,000
	\$74,400,000	\$144,800,000	\$219,200,000

[a] Initial multi-year commitment began in FY 1999

As used in this resolution, the term MTIP Funds includes urban Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds, or any successor or replacement federal funding programs, allocated by formula or agreement to the Portland metropolitan region. These MTIP Funds will be programmed for use by TriMet.

2. TriMet will prepare and implement a financing program to use, through direct federal grants to projects and/or a borrowing strategy, the MTIP Funds committed in Section 1 to provide, net of borrowing costs, \$72.5 million in 2011 dollars to the Milwaukie LRT Project and \$13.3 million in 2008 dollars to the Wilsonville-Beaverton Commuter Rail Project.

3. TriMet will work with Metro to develop legislation adopting the preferred alternative and finance plan of the Milwaukie light rail project and for the inter-governmental agreement to define the terms and conditions of the supplemental bond agreement.
4. TriMet will enter or amend binding agreements with FTA and/or local governments committing TriMet to provide the amounts shown in Section 2 to the respective projects. To provide such amounts, TriMet will enter loan agreements relying on receipt of the annual amounts shown in Section 1 to help repay such obligations. Accordingly, the annual amounts shown in Section 1 are fully committed to TriMet; subject only to authorization and appropriation of MTIP Funds.
5. A mix corresponding to the needs of TriMet's financing program of Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds will be used to fulfill the multi-year commitment of MTIP funds. Representatives of Metro and TriMet will cooperatively determine the appropriate mix of CMAQ and STP funds to be used to fulfill the multi-year commitment of MTIP funds.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3942, FOR THE PURPOSE OF ALLOCATING REGIONAL FLEXIBLE FUNDING TO REGIONAL TRANSPORTATION PROGRAMS FOR THE YEARS 2012 AND 2013, PENDING AIR QUALITY CONFORMITY DETERMINATION AND TO COMMIT \$144.8 MILLION OF REGIONAL FLEXIBLE FUNDING TO BOND PAYMENTS FOR CONTRIBUTIONS TO THE MILWAUKIE LIGHT RAIL TRANSIT AND WILSONVILLE TO BEAVERTON COMMUTER RAIL PROJECTS

Date: April 29, 2008

Prepared by: Ted Leybold

BACKGROUND

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council recently adopted new policy direction for the Metropolitan Transportation Improvement Program and the allocation of Regional Flexible Funds. One change recommended for the allocation of regional flexible funds was to institute a two-step allocation process; first to regional programs and then to local projects. Resolution 08-3942 is to adopt the first step allocation of regional flexible funds to regional programs. This allocation will be followed with a solicitation, evaluation, public comment period and allocation of remaining regional flexible funds to local projects.

The Metro region is forecasted to receive \$67.8 million from the urban Surface Transportation Program and the Congestion Mitigation Air Quality funding programs in the federal fiscal years of 2012 and 2013. Previous allocations have identified projects and programs to receive funds during the Federal fiscal years of 2010 and 2011.

Seven existing or potential regional programs were considered for proposed funding: high capacity transit implementation, Metro planning, the Regional Travel Options (RTO) program, the Transit Oriented Development (TOD) program, the Transportation System Management & Operations program (TSMO), a potential regional bridge program and a potential pedestrian and bicycle program.

The proposal for a regional Bicycle and Pedestrian program focused on an allocation of \$6.8 to \$7.2 million to be administered with existing regional staff, assisted by a committee of local and state staff from stakeholder agencies. Supporters posited that such a program would provide a consistent source of funds to implement the regional pedestrian and bicycle needs of the region. Transportation Policy Alternatives Committee (TPAC) instead recommended pedestrian and bicycle projects be funded as a part of the Step 2 process at a minimum funding level of \$7.2 million.

TPAC also considered three potential bridge funding proposals, bonding of funds to contribute to a Sellwood Bridge project, a Willamette River bridge program or a regional bridge program. TPAC did not recommend funding for a bridge program but supported individual bridge applications being eligible for funding in Step 2.

TPAC also supported a supplemental allocation to high capacity transit (HCT) implementation by funding \$4 million for Environmental Impact Statement (EIS) work in the Lake Oswego corridor. Supporters of this recommendation noted that regional flexible funds have traditionally been used to prepare High Capacity Transit corridors for federal construction funding and that the Lake Oswego corridor should be

prepared to immediately follow the Milwaukie corridor light rail project. Opponents to this recommendation argued to preserve funding for the Step 2 project allocation or to wait for results of the HCT system study to prioritize the region's next HCT corridor.

JPACT has recommended regional flexible funding for regional programs in federal fiscal years 2012-13 in the amounts summarized in Exhibit A to Resolution 08-3942. Additionally, regional flexible funding is proposed to be committed to bond payments from 2012 through 2025 for a regional contribution to the Milwaukie light rail transit and Wilsonville to Beaverton commuter rail projects. This funding proposal is summarized in Exhibit B to the resolution.

ANALYSIS/INFORMATION

1. **Known Opposition**
2. **Legal Antecedents** This resolution allocates transportation funds to regional programs in accordance with the federal transportation authorizing legislation (currently known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act or SAFETEA). The allocation process is intended to implement the Regional Flexible Fund and 2010-13 Metropolitan Transportation Improvement Program policies as defined by Metro Resolution No. 08-3916A, For The Purpose of Adopting the Policy Direction and Program Objectives for the 2009 Regional Flexible Funding Allocation Process and 2010-2013 Metropolitan Transportation Improvement Program.
3. **Anticipated Effects** Adoption of this resolution would allocate funding to regional transportation programs as defined in Exhibits A and B to the resolution.
4. **Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. Current options under consideration would include \$242,186 over the federal fiscal years 2012 and 2013. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$1,019,446 of required local match for other regional planning activities over the course of the 2010 – 2013 time period.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution 08-3942.



METRO

DATE: April 29, 2008
TO: Metro Council, JPACT and Interested Parties
FROM: Ted Leybold, MTIP Manager
SUBJECT: Step 2 technical evaluation process for local project applications

* * * * *

The policy report for the 2010-13 MTIP establishes a new direction for streamlining and focusing the MTIP process to better leverage the 2040 Growth Concept for the region. The new direction calls for a two-step process, consisting of the following components:

- Step 1 Tentative funding allocations by JPACT and the Council to regional projects and programs that help leverage the 2040 Growth Concept in all or many jurisdictions
- Step 2 Competitive solicitation process for funding local projects and programs that leverage the 2040 Growth Concept

The purpose of this approach is to better gauge the purpose and scope of regional programs and projects before determining the available pool of funds that will be available for local program and project funding. This will help JPACT and the Council sharpen the focus of regional programs, and minimize the complexity and extent of technical work required in the local solicitation step.

In addition to the two-step process, the new direction includes a greatly simplified local solicitation framework within Step 2. Prior MTIP allocations have been organized according to thirteen modal categories, where the solicitation process recommended by TPAC will focus on four 2040 thematic categories for investment priority, including:

1. **Regional Mobility Corridors:** This category is focused on multi-modal regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.

2. **Mixed-use Area Implementation:** his category focuses on investments in mixed-use areas that leverage the 2040 Growth Concept through regional street system improvements that provide community access and mobility.
3. **Industrial and Employment Area Implementation:** This category focuses on investments that provide access and mobility to and within industrial and employment areas and freight inter-modal facilities, and implement the regional freight and goods movement concept.
4. **Environmental Enhancement and Mitigation:** This category focuses on investments that advance the development of environmentally sustainable transportation design.

These new themes reflect the 2035 Federal RTP policy, adopted in December 2007. Under the new framework, proposals submitted under each if these solicitation categories would be evaluated according to the following measurement categories, with weighting applied to emphasize critical performance areas:

- Compact urban form and economic opportunity
- System reliability and economic opportunity
- Options for underserved populations
- Enhance safety
- Environmental stewardship
- Support project/program types with limited funding sources

Applications submitted during the solicitation would be evaluated under one of the 2040 thematic solicitation categories, and according to performance measures under these evaluation categories.

JPACT requested to review the TPAC recommendation for the proposed solicitation categories, measurement categories and weighting prior to the solicitation process. Attachment A to this memorandum is a matrix that summarizes the proposed solicitation categories, measurement categories and score weighting of the new technical evaluation framework. Please feel free to contact me at 503-797-1759 with any questions on these materials.



2010-2013 Regional Flexible Funding Allocation
Step 2 Local Project Solicitation Categories and Relative Weighting of Measurement Categories
For JPACT Action

Measurement categories	Solicitation categories			
	Regional mobility corridors	Mixed-use area implementation	Industrial and employment area implementation	Environmental enhancement and mitigation
Compact urban form and economic opportunity	15%	60%	15%	5%
System reliability and economic opportunity	50%	15%	60%	N/A
Options for underserved populations	5%	5%	5%	N/A
Enhance Safety	20%	10%	10%	N/A
Environmental stewardship	5%	5%	5%	90%
Support project/program types with limited funding sources	5%	5%	5%	5%

DATE: May 1, 2008

TO: NWACT, JPACT, TPAC

FROM: Rian Windsheimer, ODOT – Region 1
Policy and Development Manager

SUBJECT: 2010-2013 State Transportation Improvement Program (STIP) Update

Background

Every two years, ODOT coordinates a public involvement process to help the department determine how best to allocate funding for transportation projects statewide. Most STIP updates involve adding additional funding and two years of projects to the current four-year STIP. JPACT's role is to recommend specific projects to receive the added funding within Metro's boundary.

This update is different. Funding for the statewide modernization program is being reduced rather than increased. In Region 1, \$26 million has been cut from the current 2008-2011 STIP to offset a legislative mandate, rising costs and lower than expected gas tax receipts. In addition, less modernization funds will be available in 2010-2013 because debt payments begin on the OTIA bond program. The result is Region 1's Modernization Program has been cut \$26 million and only \$15 million, or \$7.5 million per year, of new modernization funds will be added to the STIP in 2012-2013.

Addressing the Reductions

Most ACTs and MPOs around the state are recommending that their allocation of modernization funds in 2012-2013 be used to restore funding cut from project in the 2008-2011 STIP, which was just approved by the OTC in November and accepted by FHWA in January, rather than adding new projects. Region 1 is recommending JPACT and the Northwest ACT take the same approach.

In reviewing the projects JPACT recommended for cuts in February (see attachment), two are located within the MPO boundary; Delta Park Phase II and US 26: 185th to Cornell. At that time, JPACT recommended reducing construction funding for the *US 26:185th to Cornell* project by about \$15 million, but kept enough funding on the project to complete all environmental and preliminary engineering work with the expectation that funding would need to be restored through the 2010-2013 STIP to construct the project. Delta Park Phase II funding was reduced by approximately \$5.8m, leaving enough funding to continue planning and/or protective ROW purchases to keep the project moving. \$15m is not enough to construct Delta Park Phase II.

Funding reductions made to projects outside of the MPO were accommodated through the reduction of project scopes and the efficient management of alternate funding sources. In the case of Veneer Lane to Paha Loop, a safety project was completed with a remaining balance of \$1.7m in modernization funds. The savings of modernization funds were made possible by

Region 1's successful request to use safety dollars earmarked for "Lane Departure Safety Projects." Region 1 plans to continue seeking state and federal safety funds for improvements around the region, including future safety improvements to US 26 on Mt. Hood.

Requested Action

JPACT and NWACT have already made a recommendation on where to cut \$26 million of modernization funding from the current 2008-2011 STIP. JPACT and NWACT now need to make a recommendation on how to allocate the \$15 million added in 2012-2013.

Region 1 recommends that the \$15 million of 2012-2013 modernization funds be used to restore funding to the *US 26:185th to Cornell* project. Washington County has agreed to make a \$3 million dollar commitment of local funds to the project if STIP funding is restored.

The requested action at the May 1st NWACT and May 8th JPACT is to recommend a 100% list to take out for public comment as part of the 2010-13 STIP update process.

DATE: May 1, 2008

TO: NWACT, JPACT, TPAC

FROM: Rian Windsheimer, ODOT – Region 1
Policy and Development Manager

SUBJECT: Senate Bill 566 & Statewide Transportation Improvement Program Report

Project List Development

Senate Bill 566, passed by the Oregon Legislature in 2007, directs the OTC to “... conduct a study to evaluate Oregon’s highway system, with input from highway users, local governments and the Federal Highway Administration. The purpose of the study is to identify specific highway projects required to reduce traffic congestion, improve freight mobility and enhance safety.”

In order to be responsive to the legislature, the ODOT’s Deputy Director has asked Region 1 to provide a list of highway projects that the Region would be able to deliver if we assumed a \$52 million annual allocation of modernization program funds over the 2010 to 2015 timeframe. In identifying modernization and operations projects for consideration, ODOT and its partners must utilize the OTC approved STIP criteria and eligibility factors (attached), as well as demonstrate that:

- 1) The project reduces traffic congestion, improves freight mobility and enhances safety;
- 2) The projects identified for construction must meet STIP project readiness criteria by the end of the 2016 fiscal year; and
- 3) The transportation improvements identified for development must meet the project readiness criteria by 2022.

Large Unfunded Projects

Region 1 has also been asked to work with partners to identify large modernization projects that are beyond the scope of the \$52 million / per year allocation. Such large projects must be expected to cost at least \$100 million and be identified in a local Transportation System Plan and/or Regional Transportation Plan.

The projects identified for inclusion on this list do not have to meet other STIP criteria.

Next Steps

Region 1 will be preparing a straw list of projects to start the discussion at the next TPAC meeting. A special TPAC is being planned for May 2nd to accommodate additional discussion, as we concurrently work with local jurisdictions, the Oregon Freight Advisory Committee (OFAC) and others to develop a recommended list of projects. We anticipate discussion of the potential SB 566 projects at the May 9th JPACT, with additional discussion and approval to occur at the Special Joint Policy Advisory Committee on Transportation (JPACT) meeting on May 22.

In order to meet the SB 566 mandate, Region 1 must submit its list of projects by May 31, 2008.

DATE: April 30, 2008

TO: JPACT and Interested Parties

FROM: Lynn Peterson, Chair, Clackamas County Commission

SUBJECT: Regional Transportation Authority Subcommittee Update

The Regional Transportation Authority Subcommittee that JPACT asked me to chair has now held three productive meetings to explore regional solutions to fund critical regional transportation needs. I thought it would be helpful to provide JPACT with an update on this process and to seek your feedback on our discussions thus far.

Regional Framework

The group quickly came to the conclusion that new funding is required, not necessarily a new governance structure. As a region, we have a number of methods through which to raise and govern new transportation revenues. While the Subcommittee has continued to meet under the RTA name, the discussion has really been about developing a regional package and supporting the state's efforts to enact a state-level funding proposal.

The Subcommittee has developed a conceptual framework for a regional funding proposal (see attached) that makes two key assumptions:

1. A state transportation funding package is enacted that includes both local road maintenance and state highway modernization components; and
2. The region will encourage and support the efforts of local governments to collect additional funding for maintenance and preservation through revenue sources such as local transportation utility fees.

Within this context, new regional funding would support projects of regional and local significance that will not be funded by either new state funding, or local maintenance revenues.

State Funding Package

On a parallel track, a group of regional lobby staff has been meeting to develop regional priorities for a state transportation funding package which is being developed through committees the Governor has appointed. A discussion draft of those priorities is attached.

Principles for Agreement on a Regional Transportation Package

The Portland Metropolitan Region's leaders agree to pursue a transportation funding proposal following the 2009 legislative session within the following framework:

1. The proposal will be brought to the voters as a single, regional measure covering the entire tri-county area, so that transportation needs within the UGB and in rural areas outside the UGB can be addressed.
2. A. The target for placing the proposal on the ballot is May 2010. This will allow time after the 2009 legislative session for the region's leaders to craft a specific ballot proposal that can win voter approval.

B. A firm decision is needed by July 2009 on whether or not to refer a regional ballot measure in order to allow local jurisdictions the time to refer their own measures if a regional measure does not advance.
3. The funding source is an increase in the vehicle registration fee, seeking to raise more than \$1 billion over twenty years.
4. The proposal will fund:
 - A. Several large projects throughout the region. Funds will be allocated on a proportionate-use or economic importance basis (e.g. funds from each county will be contributed based on use of the facility by county residents).
 - B. City and county projects. Projects and distribution of funds within each county will be based on funds raised from residents in that county. Projects will be determined by each county and its cities.
 - C. Alternative mode-supporting facilities (sidewalks and other pedestrian facilities, bike lanes, boulevards, etc). Projects and distribution of funds within each county will be based on funds raised from residents in that county. Projects will be determined by each county and its cities.
 - D. Freight-mobility projects. The amount of funding for these projects will be linked to cost responsibility from freight carriers.
5. Some large projects under 4A. may require bond financing, but projects under 4B. and 4C. will be funded on a cash-flow basis.
6. Cities, the three counties, Metro, and TriMet will enter into intergovernmental agreements to meet the requirements of ORS 801.041.
7. A companion transit proposal will be developed to ensure that voters can consider a balanced funding package.
8. With the passage of a ballot measure, MTIP funds will be flexed to fund non-road projects (projects that cannot be funded with highway-related funds), focused on Metro Planning, TOD, RTO, ITS, Regional Trails, and Regional Rail projects.

Short List of State Legislative Transportation Priorities

Policy

Do No Harm: Do not enact preemptions of local government revenue-raising authority. The transportation funding challenge will require new funding commitments at all levels of government.

50-30-20 Funding Distribution: Protect the established state funding formula to ensure distribution of new state-wide transportation resources at 50 percent to the state, 30 percent to counties, and 20 percent to cities (“50-30-20”).

Protect Existing Assets: Oregon should protect the billions of dollars of existing transportation assets by prioritizing maintenance and preservation. New modernization projects should be funded from the state’s 50% share of new resources.

Remove Local Restrictions: Remove the requirement that county-approved vehicle registration fees must be agreed to by neighboring counties in the region.

Remove Willamette Bridge Tolling Restrictions: Eliminate existing statutory restrictions on local authority to establish tolls on Willamette River bridges in the region.

New Revenues

Road Maintenance and Construction: New state investments in our transportation system are desperately required to address backlogged maintenance and critical safety and mobility projects. A 12-cent gas tax merely returns the buying power of the fuel tax to 1993 levels.

- | | |
|---|-------------------------------|
| ➤ Raise the Gas Tax 14¢ | \$400 million per year |
| ➤ Double the VRF to \$54 | \$150 million per year |
| ➤ Index the Gas Tax to inflation | +\$20 million per year |

Invest in Transit: Devote new resources (including new lottery funds) to expanding light rail, commuter rail, streetcar, and other public transit services and facilities that support the state’s CO₂ emissions reduction goals and efficient land use.

- **New Commitment to Transit:** The state needs to identify a new, ongoing state funding stream to support transit.
- **Flexible Funds:** Instruct ODOT to use all flexible federal funds for public transit (flex more funds for bus purchases statewide, elderly & disabled, etc.).
- **Elderly and disabled transit:** Support transit services and provide independence for Oregon’s growing elderly and disabled (E&D) population by increasing funding for the state’s E&D transit program.

ConnectOregon III: The state’s successful multi-modal investment program should be continued with a third round of project funding.

Materials following this page were distributed at the meeting.



METRO

Date: May 7, 2008

To: JPACT

From: Rex Burkholder, Chair

Re: **JPACT retreat deliverables update:**

I wanted to take this opportunity to provide you with an update on the JPACT Deliverables from January 2008 retreat. The table below summarizes the action items and status.

Item	Status
1. Research Regional Transportation District – opportunities and implications	Under study, subcommittee led by Chair Peterson, combined with state finance package work
2. Develop common communication strategy re: transportation's contribution to economic and community development and the region's challenges	No started
3. Coordinate state transportation finance strategy (for 2009 session) - Input to Governor's transportation stakeholder committees - Further region's principles - Communicate with legislators	Regional principals participating on Governor's committees: Rex Burkholder, David Bragdon, Lynn Peterson, Tom Hughes, Fred Hansen, Keith Mays, Craig Dirksen, Sandra McDonough, and Bill Wyatt. Other members representing regional entities: Mark Landauer, Annette Price, Olivia Clark, and Bernie Bottomly. Regional involvement through Rex, David Developed draft for comment Randy Tucker coordinating
4. Develop ballot measure for November '09 -reflect local and state efforts	Peterson subcommittee discussing VRF ballot measure May 2010
5. Define system responsibilities as part of state RTP work (local, regional, state)	Done as part of the RTP scenarios
6. Coordinate federal transportation re-authorization strategy - our story as a model for the nation	Carried out in March, 2008 in DC; concepts for reauthorization being developed for the March, 2009 DC trip
7. Reform MTIP process to make more strategic and less resource/time consuming.	Underway

Trails Blue Ribbon Committee

May 8, 2008

In June, 2007 elected, civic and business leaders convened at the Gerding-Edlen Theater in downtown Portland to launch Connecting Green, an initiative to create one of the world's great systems of parks, trails and natural areas in the Portland Metropolitan Region. Several elements of Connecting Green are moving rapidly, including a regional trails initiative.

Decades of work by dedicated residents and local leaders has resulted in a vision of a regional, multi-modal, off-road trail system that would extend to every corner of the region. Such a system would relieve congestion, reduce the need for costly new roadways and interchanges, create exceptional recreational experiences, promote tourism and economic development, encourage physical activity and health and keep our air and water clean.

Yet while such a system has been envisioned for more than a hundred years, only 194 miles of trail has been built towards a network envisioned at more than 900 miles. The existing trails "system" is a disjointed array of trail segments with many gaps. As a result, while bicycle and pedestrian travel is rising, it is still less than a tenth of what is achieved in many other cities in the world.

The Metro Council has convened a Blue Ribbon Committee of civic, elected, and business leaders to:

- Evaluate the regional trails system and its benefits;
- Determine if the current pace of development is adequate;
- Identify important regional values in developing the system; and
- Help develop a strategy for implementation including agendas for federal, state, local and private investment.

The Blue Ribbon Committee is a limited, six month engagement. It will meet approximately once per month from May through October. The engagement concludes with a study tour of Copenhagen and Amsterdam, two cities that have developed networks similar to the one envisioned for the Portland Metropolitan Region. Meetings are typically on the first Monday of the month, from 4 to 6 PM.

May 8, 2008

Blue Ribbon Committee Confirmed Members

1. Eileen Brady, Co-owner, New Seasons Market
2. Scott Bricker, Executive Director, Bicycle Transportation Alliance
3. Rex Burkholder, Metro Councilor
4. Chris Enlow, Foundation Manager, Keene Footwear
5. Steve Faulstick, General Manager, Doubletree Hotel
6. Jay Graves, Owner, The Bike Gallery
7. Cynthia Haruyama, Executive Director, Hoyt Arboretum Friends
8. Al Jubitz, retired co-President of Jubitz, Inc.
9. Richard Kidd, Mayor, Forest Grove
10. Julie Keil, Director, Hydro Licensing and Water Rights PGE
11. Randy Leonard, Commissioner, City of Portland
12. Nichole Maher, Executive Director, Native American Youth Association
13. Rod Monroe, Senator, Oregon State Senate
14. Dr. Phillip Wu, Pediatrician, Kaiser Permanente
15. Rick Potestio, Mahlum Architects
16. John Russell, Russell Development Company, Inc
17. Dick Schouten, Washington County Commissioner
18. Dave Underriner, CEO, Providence Health System-Portland
19. Dave Yaden, Consultant
20. Ian Yolles, VP Marketing, Nau

List of large unfunded projects with estimated costs over \$100 Million

Project	Project Description	In Local TSP?	2035 RTP Financially Constrained System Project Assumption	RTP Policy Direction	Included in 2035 RTP Air Quality Conformity?	In STIP	Current STIP funding	Plan/ Environmental	PE	ROW	Construction	Total Estimated Cost (Range in Millions, 2008 \$)	
Columbia River Crossing	To implement preferred alternative from the EIS	yes	Funding for Oregon portion of PE and ROW	Corridor need identified; implement multi-modal Columbia River Crossing EIS recommendations	Yes	Environmental document in 2009, funded through planning, some PE and ROW funding available	\$ 35,777,000					\$3,100	\$4,200
I-5/I-84 Interchange	Improve function of I-5 at the I-5/I-84 Interchange	yes	Funding for ROW	Corridor need identified; complete master plan for I-5/I-405 loop to define short- and long-term recommendations	Yes	Continue Planning & Analysis Work	\$ 400,000	\$2	\$50	n/a	\$310-500	\$360	\$550
I-5/OR99W Connector	To implement outcome of regional process looking at I-5/99W.	yes	Funding for PE and ROW	Need for improved regional connection between OR 99W and I-5 identified; implement corridor refinement plan recommendations	Yes	Environmental document in 2009, funded through planning, some PE funding available	\$ 25,762,000	\$10	\$150	\$100	\$540-1,240	\$800	\$1,500
Sunrise Corridor	To implement the outcome of the Sunrise SDEIS covering from I-205 to Rock Creek Junction.	yes	Funding for PE and ROW from I-205 to 172nd Avenue and funding for construction from I-205 to 122nd Avenue	Highway 212 corridor need identified; implement Sunrise Project EIS recommendations; conduct Sunrise Parkway EIS and Highway 212 Corridor Refinement Plan (Rock Creek Junction to US 26)	Yes	Environmental document in 2009, funded through planning, some PE funding available	\$ 57,061,000	Funded	\$150	\$150-175M	\$800-1,200	\$1,100	\$1,500
OR 217 Braided Ramps: Beaverton-Hillsdale Hwy to Allen	Build braided ramps from BH to Allen to improve capacity and operations on OR 217, further planning/environmental required	yes	Construction funding to braid OR 217 ramps between Beaverton-Hillsdale Highway and Allen Boulevard in both directions	OR 217 corridor study completed; implement study recommendations	Yes	Project development.	\$ 416,000					\$250	\$300
Sellwood Bridge	To implement outcome of Sellwood Bridge EIS	yes	Partial funding for PE, ROW and construction	Corridor need identified; implement Sellwood Bridge EIS recommendations	No	Environmental document in 2009, funded through planning, some PE funding available	\$ 26,030,000					\$300	\$450
Sunrise Parkway	To implement outcome of Highway 212 Corridor Refinement Plan.	yes	Widening Highway 212 to five lanes with boulevard design	Corridor need identified in RTP; Highway 212 corridor need identified in RTP and Damascus/Boring Concept Plan; conduct Sunrise Parkway EIS and Highway 212 Corridor Refinement Plan (Rock Creek Junction to US 26)	No	Corridor Refinement Study	\$ 1,000,000	planning funded					
I-84/US 26 Connector	To implement outcome of I-84/US 26 Connector Corridor Plan	no	Interim improvements to 242nd Avenue; short-term at-grade intersection at Springwater/US 26 and long-term new interchange at Springwater/US 26	Corridor need identified; complete corridor refinement study to determine short- and long-term recommendations	No	No	\$ -						

M E M O R A N D U M

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TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: May 7, 2008
TO: JPACT Members
FROM: Robert Liberty
SUBJECT: Proposed change to Measurement Criteria weighting

* * * * *

JPACT will be considering and adopting the weighting of measurement criteria for the evaluation of applicant projects seeking regional flexible funds. I am proposing the following changes to the TPAC recommendation (summarized on the attached table):

1. Under the Environmental Mitigation and Enhancement solicitation category, dedicate 10% of the project score to the Measurement category of Options for underserved populations and Environmental Justice communities. The Environmental Stewardship measurement category would be reduced from 90% to 80% of the technical score in this category to accommodate the proposed change.
2. Under the Mixed Use Implementation solicitation category, dedicate and additional 5% to the Measurement category of underserved populations and Environmental Justice communities. The Compact urban form and economic opportunity measurement category would be reduced from 60% to 55% to accommodate the proposed change.

Rational: It is important to prioritize the mitigation of the negative impacts of and enhancements to transportation facilities where they have traditionally had the most negative impacts: on our low income and minority communities. This change implements the spirit of the Environmental Justice executive order and Title 6 of the Civil Rights Act.

Measurement categories	Solicitation categories			
	Regional mobility corridors	Mixed-use area implementation	Industrial and employment area implementation	Environmental enhancement and mitigation
Compact urban form and economic opportunity	15%	60% 55%	15%	5%
System reliability and economic opportunity	50%	15%	60%	N/A
Options for underserved populations and environmental justice communities	5%	5% 10%	5%	N/A 10%
Enhance Safety	20%	10%	10%	N/A
Environmental stewardship	5%	5%	5%	90% 80%
Support project/program types with limited funding sources	5%	5%	5%	5%

May 8, 2008

To: JPACT
FM: John A. Charles, Jr.
RE: *Misuse of the term "High Capacity Transit"*

Since this morning's agenda includes a discussion about funding allocations for various rail transit projects, I would like to address the consistent misuse of the term "high capacity transit" by most members of JPACT.

The term itself is relative; one has to ask, "High capacity compared to what?" When assessed against other viable options, it's clear that projects such as the Lake Oswego trolley, the Washington County commuter rail line, or any of the light rail lines have very modest capacity.

For instance, the most productive busway in the US is the 2.5 mile long eastbound contra-flow Exclusive Bus Lane (XBL) along westbound route 495 to Lincoln Tunnel from the NJ Turnpike, operated during the weekday morning peak hours of 6:00 a.m. - 10:00 a.m. The XBL carries 1,700 buses and roughly 62,000 passengers each morning. This means the facility accommodates an average of 1 bus every 8 seconds over the 4-hour period, with roughly 37 seated passengers per bus.

According to the MTA, the XBL serves more trans-Hudson commuters to midtown Manhattan than the PATH train system, the ferry operations, or even the commuter rail lines to New York's Penn Station.

There is no part of the Portland rail system that comes close to the XBL for passenger throughput, nor is it even theoretically possible. Probably the highest-throughput part of the MAX system is at the Chinatown Station in Portland where we have three light rail lines all offering service. Currently there are 61 in-bound trains running past Chinatown between 6:00 a.m. - 10:00 a.m., or one train every 3.93 minutes. If every train was a two-car train (which is usually not the case), the theoretical maximum number of seated customers would be approximately 7,808 (depending on the model of the car). The XBL's throughput is 8 times higher.

Even if every LRT car was operating at crush-load capacity of 166 passengers for all four hours (which has never happened), the maximum throughput would be 20,252, or less than one-third of what is routinely observed on the XBL every single weekday.



The capacity of the Portland streetcar is so low as to be irrelevant. Running a 30-seat streetcar 4-5 times per hour does not even qualify as mass transit.

The Achilles Heel of the Portland strategy is that all rail systems require minimum headways for safety reasons. The shortest headways among US rail systems are found in the San Francisco BART system at 2 minutes, 40 seconds. TriMet would be lucky to ever get headways consistently down to 3 minutes. In contrast, buses can operate safely with as little as 5-second headways. That creates the high capacity.

Moreover, if a busway has excess road space, it can be auctioned off to SOVs through tolling, something that is happening frequently now in other regions with under-utilized HOV lanes. A rail system is always going to have excess capacity, but it can't be used by any other mode. The tracks just sit unused for large portions of the day, generating costs but no benefits.

I understand that JPACT is irrevocably committed to the expansion of rail transit in the Metro region, as a matter of theology. However, you owe it to the public to at least label it properly. The abbreviation HCT as used by JPACT should be defined as "High *Cost* Transit". The low cost alternative that would actually be in the public interest will always be on a road.

JPACT will have an excellent opportunity to consider this option during its review of the CRC proposals. If all through lanes on the new bridge utilize congestion pricing, with dynamic pricing set to maintain constant traffic speeds of 50 MPH or better, the region would have the functional equivalent of three express bus lanes in each direction. There is no rail scenario that can match this option for high benefits and low costs.

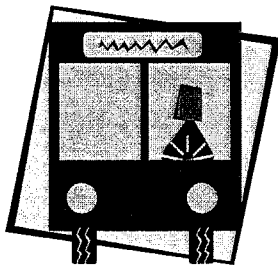
Busway vs. Rail Capacity: Separating Myth from Fact

BY PETER SAMUEL

One of the major misconceptions in U.S. transportation planning is the claim that rail has inherently higher capacity and provides better service than buses. Rail supporters aim to exclude bus modes from the list of alternatives as early as possible in any feasibility analysis. That is because buses almost always look good once they are properly analyzed for several primary reasons:

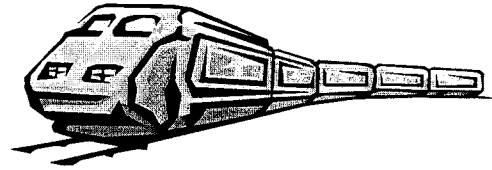
- The right of way—typically a lane of asphalt—is invariably cheaper than an assemblage of rails and power supplies and signals;
- Buses themselves are mass-produced by highly competitive manufacturers whereas rail cars are custom-designed by a handful of companies worldwide; and
- Like other motor vehicles, buses are adaptable and can take people from close to the actual beginning of their trip to close to the end of their trip. Moreover, as traffic and demographic patterns change, so too can bus routes. Rail, by contrast, is much more static and is substantially more limited in its ability to offer “door to door” service.

In an era of downsizing and economic decentralization away from core urban hubs, the small scale of the bus and its adaptability are a huge advantage over rail.



Veteran transportation analyst John F. Kain of Harvard summed it up: “With few exceptions studies of the cost-effectiveness of alternative modes have found that some form of express bus system, operating on either an exclusive right of way or a shared facility, would have lower costs and higher performance than either light or heavy rail systems in nearly all, if not all U.S. cities. The tendency of policymakers to ignore the abundant evidence on the superiority of high-performance bus systems is explained by a prior commitment to rail and a willingness to ‘cook the numbers’ until they yield the

desired result.”¹ Other scholars and researchers have come to the same conclusion: rubber-tired transit on roadway lanes is, in nearly all cases, more cost-effective, more flexible, and enables a higher level of service to riders than rail.²



False Comparisons

Rail promoters all too often distort comparisons between various rubber-tire transit alternatives and rail systems to conceal the advantages of rubber-tire transit. For instance, a study of transit options for the Washington, D.C. Beltway in Virginia did not include a busway alternative on the ludicrous grounds that no “continuous exclusive guideway” could be identified for a busway, even though a guideway could be identified for two distinct heavy rail lines and for a monorail³. Buses can use any right of way rail can use—a strip about 33 feet (10 meters) wide. In fact, buses can use guideways that rail cannot. Buses can negotiate steeper slopes and tighter turns than rail. So it is simpler to find right of way for bus, not more difficult.

This same study also cited the “inferior performance of BRT (bus rapid transit) against other modes,”⁴ without any indication as to what this might mean or reference to any research demonstrating this. In fact, most research shows that bus rapid transit offers superior performance for several reasons:

1. Buses can pick people up from points closer to their trip origin and drop them off closer to their final destination with fewer transfers. Unlike Rail, buses can be programmed to use local streets at either end of their run on a specialized right of way;
2. Buses can always bypass another disabled bus so breakdowns are less disruptive than rail where disabled vehicles must be pushed all the way to a siding before another rail car can pass;
3. Buses can easily be operated in express or non-stop mode whereas (except for rare cases like the four-track Lexington Avenue subway in New York) each train or trolley must stop at every station, so the proportion of unneeded stops is higher than for buses;
4. Bus vehicles come in many different sizes and configurations and can be tailored more closely to the special needs of the customers, whereas rail provides a one-size fits all formula;
5. There is a much shorter lead time on buying extra buses so it is easier to match capacity to demand; and
6. Buses and the lanes on which they operate have more alternate uses if things don’t work out.

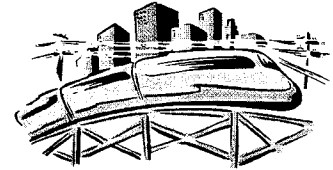
Straw-man Comparisons

The same kind of distorted comparisons occurred in another study that examined new transportation options in the northern part of the Washington, DC. Whereas, all current rail transit in the Washington, D.C. metro area is radial, leading in to the city center like spokes on the wheel, the Purple Line is planned to roughly follow the Beltway.

In the Purple line study, six rail alternates were designed, each connected directly to major centers like Bethesda and Silver Spring.⁵ But these rail alternates were compared, not with a busway in the same sensible alignment to attract ridership, but with a bus lane on the Beltway, several miles from the various activity centers they would serve. Beltway interchanges are hardly great places to pick up passengers, so the buses would have to go some miles on arterials to the Beltway, along the Beltway, then off the Beltway on another arterial several miles to the activity center. Not surprisingly this rigged set of alternates found the bus

alternate would attract a lot fewer riders than the rail alternates. A valid comparison of modes would put the two modes on the same route. Instead different routes were compared and the mode attached to the poorer route was then rejected as non-competitive.

Conclusion: if you compare mode-A on an impractical route with mode-B on a smart route, naturally mode-B will look better—even in cases where it is a lower-performing option.



Comparing Capacity

Another distortion that regularly appears is the claim that bus has limited capacity compared to rail. In Seattle rail enthusiasts at transit planning agency Sound Transit are proposing that an operating bus tunnel downtown be converted to light rail use with the claim this mode change will increase its capacity. In fact it will almost certainly reduce capacity, for the reasons discussed below, as well as cost a lot of money.

Rail advocates constantly cite false capacity numbers. Numbers quoted in the draft environmental impact statement (DEIS) for the Virginia Hampton Roads Third Crossing are typical. That study claims that a busway has a capacity of 4,000 to 12,000-passenger spaces/hour/lane or 1.5 to 4.6 equivalent conventional highway lanes (ECHL). By contrast light rail capacity is cited at 6,000 to 20,000/passengers/hour or 2.3 to 7.7 equivalent highway lanes and rapid (heavy) rail 10,000 to 72,000 or 3.8 to 27.7 equivalent highway lanes.⁶

The DEIS figure for busway capacity is so low because it quotes the maximum throughput of buses as 60 to 90 per hour. That corresponds to a headway of 40 to 60 seconds between buses (see table). According to Professor Vukan Vuchic, a veteran academic from the University of Pennsylvania that is widely cited in transit feasibility studies, this DEIS citation is a misleadingly selective use of quite complex findings. He says that the 60 to 90 buses/hour (headways averaging 40 to 60 seconds) refers to a situation in which there are no special bus terminals, and little capability of buses to pass at stops. So the constrained design of the stops, not the busway itself, is the limiting factor. Vuchic says it is possible to run buses safely at 6 to 8 second headways or 450 to 600 buses per hour per lane. If the buses carry 60 seats, that's a seated capacity of 27,000 to 36,000/hour.

Thomas Rubin, a California based consultant and former senior transit agency official in Los Angeles, says spacing of buses at 264 feet on 3-second headways at 60 mph is safe. That would yield 1200 buses/hour and passenger flows of up to 70,000/lane/hour. This is the huge capacity that could be achieved with busways. However, Rubin notes there are not many places where this huge capacity is needed. He also challenges the notion of heavy rail systems being capable of running at one-minute headways. The shortest headways in U.S. rail systems are achieved by the San Francisco Bay Area's BART, at 2 minutes and 40 seconds. Boston, Philadelphia and San Francisco run trolleys at 60-second headways, but only at low speed.

The Transportation Research Board's highway capacity manual recognizes a bus in a traffic stream as the equivalent of two cars so the capacity of an expressway lane commonly rated at 2,300 car equivalents/lane/hour will be able to handle 1,150 buses/lane/hour and at 40 to 120 passenger spaces per bus this puts busway capacity at 46,000 to 138,000 passengers/lane/hour—about six times the capacity of light rail and about twice that of heavy rail. Vuchic thinks this puts an inadequate stopping distance between vehicles and that properly trained drivers will operate at 6 to 8-second headways. But that is a 7.5-fold

increase in capacity over what is claimed for a busway by the DEIS consultants. And it is in the same range of capacity as heavy rail and well above light rail.

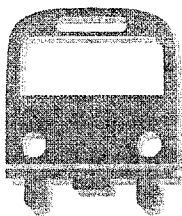
The reason buses can operate at so much shorter headways than trains is that trains generally file one by one into and out of stations, whereas several buses can pick up and drop off simultaneously at many points, before converging on a busway. Or when they come to a bus station, that station can be organized with multiple bays, allowing buses to load and unload simultaneously. Buses can also continue past the stop, or go onto different local streets and not delay following buses. A bus station or local bus stops are scalable to support a more intense per lane loading. Rail combinations or trains almost invariably have to wait for the train in front to load and unload because only one train can be at a station on the one line at any given time. Unlike buses they can't switch at each station into separate lanes.

That approximate 10-fold headway advantage of buses (6 seconds vs. 60 seconds) more than makes up for the fact that train cars are slightly wider and can be hooked together into trains.

Lincoln Tunnel Exclusive Bus Lane

No current U.S. busway quite matches that theoretical capacity of 1,150 buses/lane/hour (3-second headways) but the Lincoln Tunnel Exclusive Bus Lane (XBL) operated by the Port Authority of New York and New Jersey (Port Authority) comes reasonably close. It operates at an average 730 buses/hour in its busiest hour (5-second headway) and 450 buses/hour (8-second headway) over the full 3.75 hours of its daily operation. The average bus on the XBL carries 35 passengers so the Lincoln tunnel XBL is carrying close to 16,000 passengers/lane/hour throughout the morning rush hours and over 25,000 passengers/lane/hour in the busiest hour. And those are average weekday numbers, not maximum numbers.

Thus, the Port Authority has an operating busway system that on an average day does more than twice the throughput that many of the DEIS studies misleadingly quote as a maximum for buses!



And the Port Authority says the XBL busway could increase its carrying capacity. It presently has a bad merge point of buses coming from the north (IC-17) and from the south (IC-16E) on the New Jersey Turnpike, a merge they call the “teardrop,” which acts as a bottleneck that limits the flow of buses and often creates backups. The Port Authority is studying various improvements to the teardrop—such as ramp meter signals and extended merge lanes—that would allow the XBL to take more buses. It could probably handle 30,000 to 35,000 passengers/hour/lane. That's far more than most heavy rail lines actually carry, let alone light rail.

Conclusion

People are genuinely concerned that transit resources be spent effectively. As such, it is important that data that falsely belittles the potential of busways be identified and critiqued. Too often rail enthusiasts in state and local governments have used false citations and misleading data to prevent a fair comparison of bus with rail during the major investment study process. Feasibility studies have been distorted and the bus option precluded through disinformation. The U.S. Department of Transportation in the past year or so has launched

a Bus Rapid Transit program that purports to support higher-level bus projects. It would be helpful to its own program mission if it supported research to document bus capacity in various busway and bus lane configurations and bring into question the many false assertions that have driven much of the transportation debate.

About the Author

Peter Samuel is an Adjunct Scholar of Reason Public Policy Institute and is the Editor of TOLL ROADS NEWSLETTER. This policy brief was adapted from TOLL ROADS NEWSLETTER Number 56, October 2001, p. 22. Author Peter Samuel can be contacted at 301-631-1148, tollroads@aol.com.

Busway capacity estimate (source)	Headway used	Buses/lane/hour	Seats/lane/hour
Rail consultants	40-60 seconds	60 to 90	4K to 12K
Vukan Vuchic	6-8 seconds	450 to 600	27K to 36K
Thomas Rubin	3 seconds	1200	70K
TRB Highway Capacity Manual	N/A	1150	46K to 138K
Lincoln Tunnel XBL current	5 seconds	730	25K
Lincoln Tunnel XBL improved	4 seconds	910	30K to 35K
Rail consultants' light rail estimate	N/A	N/A	6K to 12K
Rail consultants' heavy rail estimate	N/A	N/A	10K to 72K

Endnotes

- ¹ John Kain, "The Urban Transportation Problem: a Reexamination and Update," in *Essays in Honor of John Meyer*, ed. Jose Gomez-Ibanez (Washington, D.C.: Brookings Institution Press, 1999) p. 384.
- ² See, for example, Thomas A. Rubin and James E. Moore II, *Rubber Tire Transit: A Viable Alternative to Rail*, Policy Study 230 (Los Angeles: Reason Public Policy Institute, August 1997).
- ³ State of Virginia, Department of Rail and Public Transportation, *Capital Beltway Corridor: Rail Feasibility Study* (Richmond VA: May 17, 2001) p. S-1.
- ⁴ *Ibid.*, p. S-2.
- ⁵ RKK Engineers, State of Maryland, Department of Transportation, *Capitol Beltway Corridor Transportation Study* (Baltimore: Maryland Department of Transportation) (available at www.rkkengineers.com/sha/capital).
- ⁶ They offer a citation to Vukan Vuchic, a University of Pennsylvania professor in a chapter of a book published in 1992: George Gray, Lester Hoel (eds), *Public Transportation*, New Jersey: Prentice Hall.

Washington Neighborhoods resource map

Columbia River
 CROSSING



Reference # A-2106
Roll # 2 Frame # 26
downtown Vancouver

ODOT Photo/Video Services



Oregon Neighborhoods

resource map

Columbia River
CROSSING



be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05-19207 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT:

Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360-753-9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503-587-4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206-220-4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of

Transportation (WSDOT) at 360-737-2726 or

echols@columbiarivercrossing.org.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360-737-2726 or

gundersenh@columbiarivercrossing.org.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at <http://www.columbiarivercrossing.org>.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C-TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I-5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I-5 corridor from the I-5/I-405 interchange in Portland, Oregon in the south to the I-5/I-205 merge in Clark County, Washington in the north.

The existing I-5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I-5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I-5 corridor

between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I-5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I-5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I-5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I-5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C-TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA-LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancouver, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Entrepreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360-737-2726 or echolsa@columbiarivercrossing.org at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather

Gundersen at gundersenh@columbiarivercrossing.org (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05-19230 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-05-21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A "Standard for Production, Storage, and Handling of Liquefied Natural Gas."

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, "Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q)." The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal wave probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

not know if they are considering tearing out or recycling the current bridge. They are confident that the project will go from SR 500 in Vancouver to Columbia Boulevard in Portland. He noted that the project is not just the bridge itself, it is also the 4.5-5 mile stretch that contains eight interchanges.

Walter Valenta asked if it was fair to say that this group has narrowed down the corridor more than the previous Task Force.

Rob replied that, during scoping, the community might want to look at a third corridor. The FHWA expects the project team to look at a new corridor besides I-5 and I-205. He noted that the corridors would have to be analyzed in scoping. He stated that the members would need new information besides the information they had 3-4 years ago.

Dave Frei stated that he would like to make sure pedestrian and bike traffic components are visible in the project.

Land Use

Katy stated that members also commented extensively on land use and communities, and noted that members are working in a primarily built environment and there are existing land uses for Vancouver, Clark County, Portland, and beyond. She emphasized that members have to be mindful of the project footprint, and aware of the I-5 Partnership planning process and its recommendations. Katy noted the importance of the environmental justice component and of considering the people living along the I-5 corridor on both sides of the river.

Multnomah County Commissioner Serena Cruz asked, "Where are you placing the fund? The 1% environmental justice fund (that was included as a recommendation in the previous I-5 Partnership process)? Is that getting placed in funding or under this (NEPA) environmental justice?"

Katy replied that the fund was not under discussion at this time, because the Task Force is at the beginning of its process. The purpose of today's exercise is to provide feedback from interviews with Task Force members. Katy explained Multnomah County Commissioner Serena Cruz's comment: an action item in the I-5 Partnership set aside 1% for building communities. Katy is not sure how that action item would be carried out in this project. Katy asked DOT staff for comment.

The context for Multnomah County Commissioner Serena Cruz's question, Rob explained, is in the Draft Vision and Values Statement: "*distributing fairly the associated benefits and impacts for the region and the neighborhoods adjacent to or affected by the Crossing.*" He added that, at this point, the DOTs are not talking about specific recommendations that came out of the I-5 Partnership; rather, they are discussing the underlying principles that will shape the project. He also noted that the idea of environmental justice is incorporated in the Draft Vision and Values statement and, if it is not adequately addressed, Multnomah County Commissioner Serena Cruz could speak up at that point.

Multnomah County Commissioner Serena Cruz's stated, "I think it is an adequate value statement to capture that. Since it was not listed on there, I wanted to make sure it was remembered in the process." Multnomah County Commissioner Serena Cruz stated, "I am actually really comfortable it's being carried out right now in the Delta Park project. I believe there are lessons gained there on how to do it. I'm confident that we will continue. I just wanted to make sure that it wasn't forgotten somehow in this process." Katy replied that if members review the Draft Vision and Values statement and believe it is not incorporated, members can discuss it and make changes.

Tom Zelenka stated that the Draft Vision and Values Statement is vague and ambiguous. He asked who is distributing the money; if the government is distributing benefits, Task Force members may be creating the wrong set of expectations. He asked how the DOTs are viewing the statement, as it should not be seen in a legalistic sense.

Katy responded that the Draft Vision and Values Statement is a litmus test designed to acknowledge the varied interests and complexities of the project as the Task Force deliberates on its

Columbia River CROSSING

Memorandum

March 15, 2006

TO: Task Force
FROM: Hal Dengerink and Henry Hewitt
SUBJECT: Evaluation Framework
COPY: Doug Ficco, Rob DeGraff

Task Force members:

At our February 1 meeting, we reviewed, edited, and adopted the Evaluation Framework. Subsequent to our meeting, the CRC Project Sponsors Council met to review progress to date, including the Evaluation Framework. The council, which is comprised of elected officials and senior staff representing the eight sponsor agencies (WSDOT, ODOT, TriMet, C-TRAN, Metro, RTC, Vancouver, Portland), made three changes to the criteria at the recommendation of senior project staff. The changes addressed two areas of concern: 1) the criteria dealing with cultural resources was inconsistent with federal law, which does not allow for the enhancement of cultural resources, and 2) repeating criteria in two separate locations created the risk of a legal challenge about unfairly weighting some criteria over others.

Following the Project Sponsors Council meeting, the project's Interstate Collaborative Environmental Process (InterCEP) group also met to consider the Evaluation Framework. The InterCEP members include representatives from key national and state agencies responsible for protecting the region's air, water, wildlife and cultural resources. This committee must formally concur on project decisions affecting their areas of concern at major project milestones. In addition, the committee provides advice and consultation regarding the NEPA process. At their meeting they recommended minor text changes to four of the criteria, solely for the purposes of clarification.

The PSC-adopted changes and InterCEP recommendations are summarized in the table on the following pages. For your reference, the complete screening criteria list, as amended by the PSC and InterCEP, is attached, as is a letter from the Washington State Department of Archaeology and Historic Preservation, which describe the agency concerns about the cultural resource criteria.

We have reviewed the changes with project staff, and believe that they improve the criteria, and that they do not substantively change the way that the criteria will be used. Moreover, the changes will be helpful in working collaboratively with the large number of regulatory and sponsor agencies affected by this project, as well as in avoiding potential future challenges to our process. Our plan is to move forward with the revised criteria without further action by the Task Force, unless members raise significant concerns.

CRC Staff was warned
That having 2 criteria would
face problems and still did
A+B Screening list.

←
A + B
Screening

④ B

Alternatives Considered:

- All concepts suggested during scoping must be considered.
- Concepts will be screened using the Evaluation Framework (Step A and Step B screening).
 - To what degree does the concept address the Purpose and Need for the project?
 - Using the evaluation criteria, how does the concept rank relative to other concepts?
- Where appropriate, information from prior studies will be used to evaluate proposed concepts that have been previously considered.

Columbia River



WHAT IS AN "EIS"?

(ENVIRONMENTAL IMPACT STATEMENT)

Every project that receives federal funds must follow a step-by-step EIS process to ensure all reasonable options are thoroughly considered. This involves systematic, technical analysis, and public discussion of options and their potential effects.

The project will consider:

- Potential transportation solutions based on how well each option addresses the problems in the project area
- Short- and long-term effects of each option (from construction through operation) on natural and community resources.

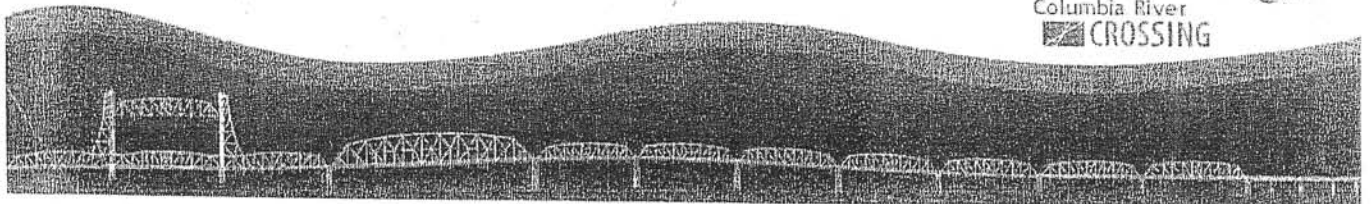
The analysis includes:

- | | | | |
|---|-----------------------------------|---|----------------------------------|
| A | • Traffic and transportation | B | • Land use |
| B | • Community | B | • Environmental justice |
| B | • Cultural and historic resources | B | • Water quality |
| B | • Visual resources | B | • Fish, wildlife, and vegetation |
| B | • Air quality | B | • Geology and soils |
| B | • Noise | | |

Screening A and B

(7) C

Columbia River
CROSSING



Attached Message

From: Osborn, John <osbornj@columbiarivercrossing.org>
To: sharonnasset@aol.com
Cc: Cogan, Danielle <cogand@columbiarivercrossing.com>; document.control <document.control@columbiarivercrossing.org>; Strickler, Kris <StricklerK@columbiarivercrossing.org>
Subject: RE: Response to Your Latest Questions
Date: Mon, 28 Jan 2008 15:10:05 -0800
January 28, 2008

Dear Ms. Nasset:

Thank you for contacting me regarding the RC -14, the river crossing concept that was reviewed but not moved forward for analysis in the Step

A Screening Report. The report published on March 22, 2006, outlines the

river crossing components that were evaluated and either passed or failed the Step A Screening process. You may access the report by clicking this link:

<http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/StepAScreeningReport.pdf>

The text about RC-14 is on page 5-14.

5.3.4.1 RC-14 New Corridor Crossing

Description:

This component creates a multi-modal bi-state industrial corridor next to the BNSF rail crossing west of the existing I-5 bridges. The north end would start near Mill Plain and Fourth Plain Boulevards in Vancouver

and it would travel through Hayden Island connecting to Marine Drive near North Portland Road. This crossing would accommodate freight trains, trucks, autos, bus transit, bikes/pedestrians and potentially light rail ...

In general, six questions were used as screening criteria to evaluate river crossing components. These criteria were developed in close alignment with:

- * The project Purpose and Need,
- * Problems identified in the project's Problem Definition, and
- * Values identified in the Task Force's Vision and Values Statement.

These six questions were - Does the Component:

1. Increase vehicular capacity or decrease vehicular demand within the bridge influence area?
2. Improve transit performance within the bridge influence area?
3. Improve freight mobility within the bridge influence area?
4. Improve safety and decrease vulnerability to incidents within the bridge influence area?
5. Improve bicycle and pedestrian mobility within the bridge influence area?
6. Reduce seismic risk of the I-5 Columbia River crossing?

The specific reasons RC-14 did not advance for further analysis:

2. Step B Methods

In Step B component screening, the transit and river crossing components that passed through the Step A screening process were evaluated further against Step B performance measures identified in the *Project Evaluation Framework*, which directly reflect the values adopted in the Task Force's *Vision and Values Statement*. As mentioned previously, components in the freight, roadways, pedestrian, bike, and TSM/TDM categories were not evaluated in Steps A and B, but rather will be paired with complementary transit and river crossing components during alternatives packaging.

For analysis purposes, the Step B measures were grouped into 10 categories relating to distinct community values. These categories are:

1. Community Livability and Human Resources
2. Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency
3. Modal Choice
4. Safety
5. Regional Economy, Freight Mobility
6. Stewardship of Natural Resources
7. Distribution of Benefits and Impacts
8. Cost Effectiveness and Financial Resources¹
9. Growth Management/Land Use¹
10. Constructability¹

Measures in categories 8 through 10 (Costs, Growth Management, Constructability) were not considered in Step B screening of components, and instead will be assessed subsequently during alternatives package screening and/or alternative evaluation.

In Step B, project staff evaluated each of the remaining transit and river crossing components using data drawn from previous transportation and environmental studies, conceptual river crossing designs, and professional experience. The components were evaluated based on their ability to satisfy the performance measures *relative to other components in the same category*. The appendix describes in more detail the specific performance measures that staff addressed, and issues and data that staff considered.

¹ Criteria in these categories were not applied in Step B.

④ C

two to four new bored tunnels. Activity centers in the Bridge Influence Area would instead have to be accessed by a complex system of frontage roads that would increase out-of-direction travel.

- This component fails Question #2. This component does not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #3 related to freight movement because connections to major state highways and freight centers within the Bridge Influence Area (e.g., Marine Drive, SR 14) would either be removed or would, at best, require significant out-of-direction travel.
- This component fails Question #5 because it would not include bike and pedestrian routes in the tunnel.

5.3.4 Components RC-14 through RC-19, RC-21, and RC-22 (New Corridor Components)

Most of these new corridor components were suggested during the NEPA scoping process and are conceptual in nature. Project staff has not developed detailed alignments or engineering designs for these components. That said, enough is known about their general location and intended function to substantiate the findings.

5.3.4.1 RC-14 New Corridor Crossing

alignment = connects
Design Engineering = Number of Lanes
How do you you model without

Description:

This component creates a multi-modal bi-state industrial corridor next to the BNSF rail crossing west of the existing I-5 bridges. The north end would start near Mill Plain and Fourth Plain Boulevards in Vancouver and it would travel through Hayden Island connecting to Marine Drive near North Portland Road. This crossing would accommodate freight trains, trucks, autos, bus transit, bikes/pedestrians and potentially light rail. **Figure 5-16** shows this component. shows this component.

B

↑ incorrect Description - missing information

- Connects to I-5 near Mill Plain (viaduct)*
- Connects to HWY 30 (St. Helen's) nexting to down Portland*
- Connects to Hayden Island new access*
- Connects to Columbia Blvd. Corridor*
- Connects to Lombard @ oil time Rd.*
- Crosses the Columbia + Willamette Rivers*
- Commuter rail (Ridgefield - Battleground to Swan Island + PDX Downtown East)*
- Up grade BNSF Rail Bridge from Swing to light*
- New rail bridge constructed*

(a/c)

Staff has met

Subj: RE: Good Morning Sir
Date: 2/6/08 3:03:40 PM Pacific Standard Time
From: dean.lookingbill@rtc.wa.gov
To: Sharonnasset@aol.com

Sent from the Internet (Details)

v\:* {behavior:url(#default#VML);} o\:* {behavior:url(#default#VML);} w\:* {behavior:url(#default#VML);}
.shape {behavior:url(#default#VML);}

Sharon,

The once Project Sponsors Council included the following agencies: ODOT, WSDOT, Metro, RTC, Tri-Met, C-TRAN, City of Portland, and City of Vancouver. The group met early on in the CRC Project, but was disbanded some time ago. I am sure there is some record of their meetings but you would need to get that information from the CRC team. They were responsible for all of that. You no doubt have Doug Ficco's number, but in case you don't here you go, 360-816-2200.

Dean

From: Sharonnasset@aol.com [mailto:Sharonnasset@aol.com]

Sent: Wednesday, February 06, 2008 10:47 AM

To: Lookingbill, Dean

Subject: Good Morning Sir

Hi Dean,

I wanted to receive information on the Sponsor Council for CRC.

Who was on the Sponsor Council, when they met, and Meeting Minutes. I also would like the date they stopped meeting. Please send a copy of the minute notes from last night's RTC meeting. I know they won't be approved until next meeting.

Dean thanks you being so knowledgeable in running RTC keeping all the balls in the air. You do a great job.

Thanks,
Sharon

Biggest Grammy Award surprises of all time on AOL Music.

(<http://music.aol.com/grammys/pictures/never-won-a-grammy?NCID=aolcmp00300000002548>)

CRC Sponsor Council Disband early
in Process

①

B

f 2007. Reaching each of

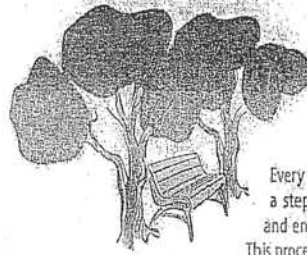
precisely define the problem. This public dialogue is part of the National Environmental Policy Act (NEPA) process. The process involves developing criteria for evaluating various alternatives; these criteria will be the requirements and community values and concerns.

on recommendations from the F-5 Traffic and Safety Study and other agencies.

Final EIS
Developed in Decision
Should be studied

remaining
the
out on the

submit to the Federal
agencies, leading the NEPA
to be built.

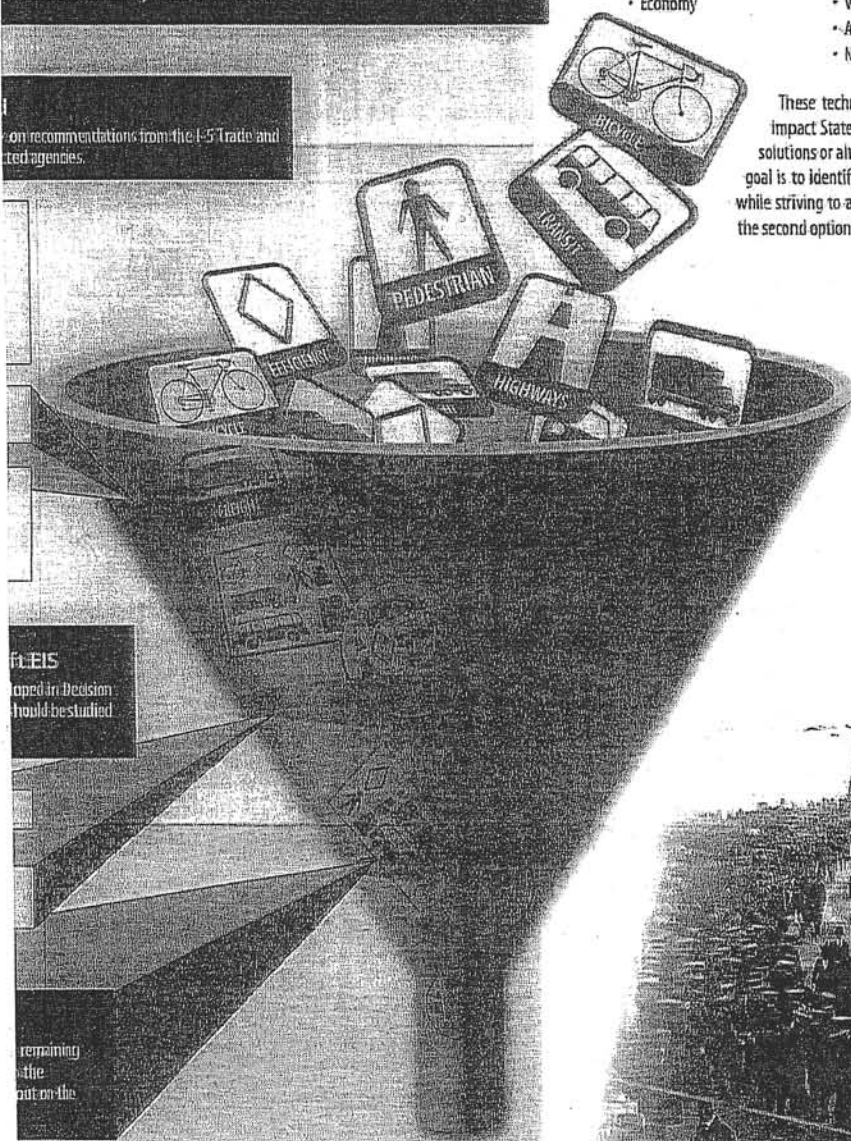


What is an "Environmental Impact Statement"?

Every infrastructure project receiving federal funds must follow a step-by-step process to minimize effects on the environment and ensure that all reasonable options are thoroughly considered. This process, laid out by the National Environmental Policy Act (NEPA), involves systematic technical analysis and thorough public discussion of solutions and their positive and negative effects on natural and community resources. The analysis includes consideration of the short- and long-term effects of the project, from construction through operation. It also details the effects of alternatives on people who live or work in the project area, users of the facilities, and the broader community. Reports document effects on:

- Traffic and transportation
- Cultural and historic resources
- Water quality
- Communities
- Visual resources
- Fish, wildlife, and vegetation
- Economy
- Air quality
- Geology and soils
- Noise
- Land use

These technical analyses are summarized in a draft "Environmental Impact Statement," or Draft EIS, that describes the effects of proposed solutions or alternatives as well as plans to minimize negative effects. The goal is to identify the alternative that best addresses the defined problem while striving to avoid adverse impacts; if adverse impacts can't be avoided, the second option is to minimize and mitigate for these impacts.



Opening Day, Interstate Bridge,
February 14, 1917
Oregon Historical Society, OH11 117468
(united and cropped)



PREFERRED ALTERNATIVE

◆ = Decision Point

C-2



2035

REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov/rtp

A safe, reliable and efficient transportation system is critical to the economy of the Portland metropolitan region. Likewise, ensuring that people have a range of options for getting where they need to go is essential to support the vibrant neighborhoods and communities envisioned by the region's long-range growth management plan, the 2040 Growth Concept.

The Regional Transportation Plan (RTP) is a long-term blueprint to guide investments in the region's transportation system for all forms of travel – motor vehicle, transit, bicycle and pedestrian and the movement of freight and goods. The plan also addresses street design and the efficient management of the transportation system.

The RTP is updated every four years to comply with state and federal regulations and to address changing demographic, environmental, financial, travel and economic trends. The 2035 RTP is the first major update to the RTP since 2000. The update uses a new approach to evaluate and prioritize transportation investments on the basis of the outcomes they achieve – improved safety, improved air quality, congestion relief, reliable and efficient freight movement and affordable transportation choices. This outcomes-based approach frames the discussion around achieving results that residents of the region have identified as priorities, to keep this region a great place to live, work and play.

On December 13, 2007, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the federal component of the 2035 RTP. In updating the federal component of the RTP, public agencies throughout the region identified more than \$16 billion in transportation needs. With only \$9.07 billion expected to be available, the gap between needs and resources is nearly \$7 billion. There is broad agreement among the region's decision makers and the public that we must get the most value from our existing transportation system as well as from any new projects. The state component will link investments in the transportation system more closely with desired land uses to support these efficiencies. The significant funding gap will also be addressed by Metro working collaboratively with state and local governments and the private sector to identify innovative and sustainable solutions to fund the investments that are most crucial to our region's success. When completed, the state component will be combined with the federal component to create a final RTP for review and approval in late fall 2009.



FOR MORE INFORMATION Visit www.oregonmetro.gov/rtp

Send e-mail to rtp@oregonmetro.gov • Attend ongoing Metro advisory committee meetings



****** SAVE THE DATE ******

What: Regional Transportation Finance Experts Panel

Date: Thursday, June 26, 2008

Time: 8:00 - 11:00 a.m.

Where: Governor Hotel, Downtown Portland

Metro and the Urban Land Institute are excited to invite you to hear from transportation finance leaders from across North America talk about successful regional transportation financing initiatives. A distinguished panel of speakers will share three very different regional approaches to transportation finance and governance in the San Francisco Bay region, the greater Dallas/Ft. Worth region, and Vancouver, BC. In addition, a national leader in infrastructure investment banking will share national experience using public-private partnerships to build transportation infrastructure.

Save the Date!

What: Joint MPAC/JPACT Infrastructure Workshop

Date: Wednesday, May 28, 2008

Time: 4 p.m. to 7 p.m.

Where: Oregon Convention Center

Third Infrastructure Workshop for the regional infrastructure analysis.

This workshop will follow up on the challenges and opportunities for infrastructure provision identified at the October 19, 2007 workshop and the infrastructure needs discussed at the February 22, 2008 workshop. We will discuss several different types of solutions and strategies to address the region's infrastructure needs. Your feedback will help us identify next steps and future direction.

We look forward to your attendance at this third workshop. Please RSVP to Paulette Copperstone at (503) 797-1562 or paulette.copperstone@oregonmetro.gov (there is no cost to attend).