

Metropolitan Planning Organization (MPO) Summit II

October 15, 2004

Eugene Public Library – 100 W. 10th Avenue
Eugene Oregon

Participants:

Bill Wagner	Cascades West Council of Governments
Bonny Bettman	Central Lane MPO/Eugene
Jim Torrey	Central Lane MPO/Eugene
Bobby Green	Central Lane MPO/Lane County
Susan Ban	Central Lane MPO/Lane Transit District
Anne Ballew	Central Lane MPO/Springfield
Gary Papé	City of Eugene
Alan Rowe	Corvallis Area MPO/Adair Village
Linda Modrell	Corvallis Area MPO/Benton County
Cynthia Solje	Corvallis Area MPO/Cascades West Council of Governments
Ali Bonakdar	Corvallis Area MPO/Staff
Robert Cortright	Department of Land Conservation and Development
George Kloeppel	Lane Council of Governments
Susan Payne	Lane Council of Governments
Petra Schuetz	Lane Council of Governments
Tom Schwetz	Lane Council of Governments
Paul Thompson	Lane Council of Governments
Bryon Vanderpool	Lane Council of Governments
Oliver Snowden	Lane County
Lisa Gardner	Lane Transit District
Linda Lynch	Lane Transit District
Mark Pangborn	Lane Transit District
Richard Brandman	Metro
Rex Burkholder	Metro
Michael Jordan	Metro
Tom Kloster	Metro
Rod Park	Metro
Tom Brian	Metro/Washington County
Dennis Mulvihill	Metro/Washington County Administration
Jerri Bohard	Oregon Department of Transportation
Bob Bryant	Oregon Department of Transportation
Dan Moore	Rogue Valley Council of Governments
Mike Quilty	Rogue Valley MPO/Central Point
Richard Schmid	Salem-Keizer Area Transportation Study
Dan Clem	Salem-Keizer Area Transportation Study/Salem
Lloyd Chapman	Salem-Keizer Area Transportation Study/Salem-Keizer Transit District
Rob Zako	1000 Friends of Oregon
Rob Handy	Guest

I. WELCOME AND INTRODUCTIONS

Bonny Bettman, Central Lane MPO, opened the meeting at 9 p.m. and those present introduced themselves.

Eugene Mayor Jim Torrey welcomed participants. He emphasized the importance of the role that MPOs could play in informing the legislature about the implications of transportation issues in metropolitan areas. He urged MPOs to work together to convince legislators of the value of looking at the transportation system as a whole and its impact on all Oregonians.

II. 1-YEAR ACTION PLAN

A. IS THERE VALUE IN FORMING AN MPO ASSOCIATION, WHAT ISSUES SHOULD BE ITS FOCUS

Rex Burkholder, Metro, outlined some of issues to be considered during the meeting:

- ✓ Decide whether to formalize an association of MPOs in the state
- ✓ Identify the goal of an MPO association – focus on specific issues for the coming year
- ✓ Identify issues on which to be focused:
 - Legislative issues, such as funding, that MPOs could agree upon and provide mutual support for during the next legislative session
 - Administrative issues that could help improve relationships with State agencies and facilitate projects and getting goals met
- ✓ Strengthen working relationships among MPOs and develop a metropolitan agenda at the statewide level to better meet issues and needs
- ✓ Schedule a Spring 2005 meeting in Salem to present a legislative agenda

Round Table Discussion:

Rogue Valley –

Mike Quilty:

- Recently completed 3-year freight study, identified many projects, seeking funding
- Not certain how much funding will be available from the Federal Highway Administration
- In favor of forming an association - need to work with the legislature and congress to avoid being “blindsided” by issues like earmarks and establish procedures to assure that funds are directed appropriately
- Discuss with congress and federal agencies the need for a national program for surface transportation improvement for city streets and interconnectivity similar to the Eisenhower highway plan of the late 1950’s
- LOC and AOC have a broader focus – MPOs have a federal legislative mandate and narrow field of focus on transportation
- Association should not advocate for specific local projects – should work together to see that funding was available to meet local transportation needs

Oregon Department of Transportation – ODOT –

Bob Bryant:

- Value in working together, formalizing an organization, and speaking with a common voice rather than as individual entities
- Forming an association would provide members with a better understanding of each others’ problems and issues on a broader scale which would be useful when establishing priorities

Salem-Keizer Area Transportation Study - SKATS –

Lloyd Chapman:

- Collectively MPOs represent an very large portion of the population
- Issues are similar across areas and having a common voice was important
- Gaining a better understanding of the funding process and the role of MPOs; providing leadership on funding issues
- Support forming an MPO association
- Agree with the need to work with ACTs

Dan Clem:

- Last summit useful in gaining new perspectives and becoming energized
- Meetings of the MPOs would be useful whether as an association or informally
- Beneficial to share ideas and information and better understand issues such as:
 - Pursuing funding streams
 - Earmarks
 - Relationship of MPOs and ACTs – should the structure be changed
- OTIAs and gas tax good, but local streets have suffered – consider dedicated funding program for local streets
- Develop more effective ways to reach out to the legislature and congressional delegation – need to understand different perspectives

Metro –

Tom Brian:

- Organization is a good idea whether formal or informal
- Ability to speak with a cohesive voice a major benefit, particularly in the upcoming legislative session
- Add voice to those of the League of Oregon Cities (LOC) and Association of Oregon Counties (AOC)

Rod Park:

- Prefers to formalize organization because members of each entity will change and there is a need to create continuity to nurture working relationships over the years
- Need a unified, disciplined voice in Salem like the unified effort in Washington D.C.
- Will need to discuss the concept with the Metro Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council
- MPOs had specific federal function and ACTs were a creation of the Oregon Transportation Commission (OTC) and advisory only
- Important to distinguish between the functions and responsibilities and MPOs and ACTs

Rex Burkholder:

- Supports forming an association
- Good cooperation and coordination exists among MPOs at the staff level
- MPO association would provide policy support and guidance to staff
- National Association of Metropolitan Planning Organizations (NAMPO) exploring ways to provide better support to local MPOs through training and resource materials
- MPOs can request assistance from NAMPO
- Added value of an association
 - Could provide a forum for members to share important information, provide feedback, and advocate for transportation issues
 - Members who participated in other groups, such as the committee involved with updating the Oregon Transportation Plan, could represent the position of the association and speak with greater authority than if they spoke only as an individual

Central Lane MPO –

Bonny Bettman:

- An association would elevate the profile of metropolitan transportation needs
- Assure that state and federal policies will meet local needs in a streamlined, predictable manner
- An association would not make new policies, rather it would support local policies

Bobby Green:

- MPOs had an impact regionally, but were responsible for what happened at the local level and there were many advantages to an association
- The many advantages of an association addressed by previous speakers
- Concerned about disadvantages to forming another association:
 - Potential to work at cross purposes if a solution does not work for all. Example: Senate Bill 1145 which worked in some counties and not in others
 - Viewed by legislature as another special interest group
- MPOs would have more power if they spoke with unified voice on funding, projects, and policy
- Need an analysis from staff on what would make an MPO association unique – how would it differ from associations such as LOC and AOC
- Focus on creating a unified voice and mutual advocacy – small communities share the same problems as metropolitan areas
- Assure that an association added value at the state level
- Advocate for more funding flexibility

Anne Ballew:

- There will never be enough funding to meet all needs
- Value in an MPO association if it can agree on policies and distinguish between regional and state policies
- Embrace local flexibility to the maximum extent
- An MPO association should not expand its focus beyond transportation issues and duplicate what other organizations are doing

Susan Ban:

- Metropolitan have a particular concern with issues around congestion
- Transit options and priority on transit and alternative modes is a shared concern
- Need to maximize flexibility of funds at the local level

Corvallis Area –

Linda Modrell:

- Concern with tone and perception
- Problems basically the same whether it is an MPO region or a much smaller city with a highway through it and no funding to fix connecting streets
- Does not want to see the urban/rural divide aggravated – must be sensitive to the fact that all are part of one state with a transportation system that is part of a larger system
- Establish a mechanism to interface with Area Commissions on Transportation (ACTs) - important to remember that while there were specific issues, it was generally a question of scale
- Members should advocate for their areas, but not be so parochial that they do not consider the good of the entire system and the state
- ACTs and MPOs still part of the same system and the system did not stop at an MPO border
- MPOs were not islands scattered around the state and it was important for ACTs to understand the particular issues and problems of MPOs
- Corvallis structured so that MPO policy board members were also on the ACT
- Important to provide an opportunity for understanding and support among associations

Cascades West Council of Governments (CWCOG) –

Bill Wagner:

- Staff perspective on forming an MPO association – if one of the purposes is to speak to the legislature and raise metropolitan issues it is helpful to have a formal organization with a decision-making structure so staff will know when a decision is made

1000 Friends of Oregon –

Rob Zako:

- Consider whether the association would be interested strictly in MPO issues, which tended to be federal transportation planning and funding issues, or be more broadly interested in connecting transportation and land use to accommodate travel needs

B. STRUCTURE AND FUNCTION OF AN MPO ASSOCIATION

Tom Schwetz, Lane Council of Governments (LCOG), explained that staff networking had been occurring for a number of years, with staff from MPOs, transit districts, ODOT, and local Federal Highway Administration offices meeting on a quarterly basis to accomplish many of the purposes that would also apply to a policy-making body like an association. The primary difference was that staff was typically reactive to policy development and a policy-making association could be proactive. He reviewed information from statewide MPO associations in other states:

Common purpose statements for an association could include:

1. Provide a conduit for exchange of information and ideas
2. Coordinate participation in state and federal policy development
3. Promote professional development
4. Promote and develop better transportation planning in Oregon
5. Enhance working partnerships with ODOT and the various agencies within the U.S. Department of Transportation

Structural elements of an association could include:

- √ Basis
 - Voluntary
 - Required through state statute
- √ Membership
 - MPOs as primary members
 - Other agencies could attend
- √ Committee structure
 - Number of members from each MPO
 - Relationship to staff-level committee
- √ Meetings
 - Frequency
 - Location
- √ Decision making
 - Consensus
 - Voting

Bonny Bettman, Central Lane MPO, asked participants to address their remarks to structural issues such as decision-making by consensus or a voting mechanism, the need for subcommittees, and who should represent an MPO and participate in making decisions.

Round Table Discussion:

SKATS –

Dan Clem:

- Liked consensus approach because it allowed for a fuller discussion of issues and had as much value as a vote
- If the focus of the association remained fairly simple, there should not be a need for a lot of subcommittees, although a subcommittee could be useful if the association wanted to study a specific issue in greater detail
- Concerned that many subcommittees could circumvent thorough vetting of an issue before the association's members
- Is there a difference between a consortium and association in terms of legislative impact
- Wanted assurance that an MPO organization would focus on transportation or transportation and land use
- Each MPO could have two members and an MPO could decide who those members would be

Central Lane MPO –

Bobby Green:

- Supported a consensus approach to decision-making to keep the group moving forward
- Limit subcommittees
- Elevate the role of staff – allow staff expertise a more aggressive role in helping to shape policies

Bonny Bettman:

- Establish a subcommittee to work with staff on proposals for the association's structure, purpose, and function
- The decision-making structure is more important than whether the MPOs formed a consortium or an association
- Agreed there could be value to starting as a consortium, then transitioning into an association if necessary

Anne Ballew:

- Important for participants to report back to their respective jurisdictions regarding the formation of an MPO association as that could eventually have fiscal implications
- Suggested an MPO's representatives could reflect both urban and rural interests
- Suggested a 2-year term of appointment to the association or consortium to assure some degree of continuity

Metro –

Tom Brian:

- Staff can take direction on the formation of an association, develop proposed action items, then circulate those items and perfect them via email for the association to act upon them at the February 2005 meeting

Rex Burkholder:

- The most critical issue to come out of the discussions was the agreement to form an organization to discuss policy, make decisions as a group, carry those decisions forward, and speak with one voice using a consensus-based approach

Bonny Bettman asked for feedback from staff on the issues that had been raised during the discussion.

Lane Transit District (LTD) –

Lisa Gardner:

- Regards the MPO and transit staff networking group as a consortium with the primary function of issue identification, coordination, collective resources benefits, and collaborative goal setting opportunities
- Suggested that MPOs could initially form a consortium, identify resources, and discuss issues of mutual interest
- Evaluate consortium in a year, determine how effective it had been and whether formalizing it as an association was desirable

LCOG –

George Kloeppe:

- Staff can flesh out association concepts discussed by MPO representatives with guidance on:
 - Purpose
 - Constituency
 - Is association formal or informal, broad scope or narrow scope
 - Preferred decision-making approach

ODOT –

Bob Bryant:

- Forming consortium as an interim approach beneficial while implications of forming an association in terms of administration and financing are better understood
- Consortium could still achieve goals during next legislative session
- No legislative disadvantage to a consortium instead of an association – legislators are concerned with what they are being told, who is delivering the message, and who they represent – a consortium of the six MPOs in the state would be just as powerful as an association

CWCOG –

Bill Wagner:

- A written, agreed to set of operating procedures was most important, whether functioning as a consortium or association
- Power was in having a common voice, regardless of the type of organization

Washington County –

Dennis Mulvihill:

- Prudent to contact LOC and AOC and inform them of the formation of an MPO organization and how it would relate to their functions
- Transportation will likely be the major issue of the upcoming legislative session

Metro –

Michael Jordan:

- The level of commitment of members was important
- Suggested that each body take formal action to endorse the consortium or association
- Formal recognition of and commitment to the organization would allow an MPO's representatives to have some degree of confidence when making decisions

Bonny Bettman, Central Lane MPO, clarified that MPO staff would develop proposals for an MPO organization, to include the purpose, constituency, and decision-making structure based on comments during the round table discussions.

C. STATE LEVEL LEGISLATIVE AGENDA

Information Sharing and General Discussion:

Rod Park, Metro, provided an overview of the proposed JPACT multi-modal transportation funding concept and asked Richard Brandman to explain the details.

Richard Brandman, Metro, said that transportation needs in the Portland region were significant with an \$8 billion plan and \$4 billion in revenue over the next 20 years. He said that Oregon, being a small state, received a relatively a small percentage of federal formula funds and while the state had been successful in pursuing funding for transit projects it had not fared as well in funding for other transportation projects. The Portland region decided to augment the federal dollars with a concerted effort in Salem and with local funding. A public/private task force recommended a ballot measure in the spring of 2006 to raise funds for transit, other alternative modes, and neighborhood projects and the council would be considering that recommendation. He distributed a letter outlining the Governor's conceptual proposal to the OTC of a multi-modal transportation package for consideration by the legislature in the coming session. The letter acknowledged the relatively small investment of lottery dollars in rail and marine facilities and recognized the importance of those facilities and the need to investment in them. Oregon's investment in transportation infrastructure has been small compared to Washington and California. The OTC was asked for its recommendation by the Oregon Business Plan Summit in December 2004. He concluded with a summary of a resolution before the Metro Council, introduced by Rod Park that would endorse a state legislative proposal for a multi-modal transportation program. He emphasized the need for an avenue for regions to advocate for major transportation issues. He said the public/private task force was preparing to commission a report to further define the relationship between investments in transportation and economic benefits to help educate the business community.

Tom Brian, Metro, gave a brief history of legislative initiatives to fund transportation. During the 2001 legislative session emphasis was on major road and highway projects, not using gas tax funds; in 2003 the emphasis was on bridges. He said the proceeds of the 2001 and 2003 legislative initiatives were centrally distributed through the OTC and the expectation was that the 2005 emphasis would be local government maintenance and preservation (M&P). Now it appeared the work group developing 2005 proposals was heavily oriented toward freight with little likelihood of new funding for local government M&P. The distribution formula was still 60 percent to the state, 24 percent to counties, and 16 percent to cities even though in 1991 it was agreed that based on need the formula should be 50/30/20, which would give more money proportionately to cities and counties. It was important for the MPOs, working together, to open the Governor's proposal for discussion and advocate for inclusion of other needs such as M&P. The Oregon Trucking Association opposed a gas tax increase and the American Automobile Association (AAA) was supportive, but only if truckers participated.

Rod Park asked for feedback from the group.

Dan Clem, SKATS, said that Oregon gas dealers recognized transportation needs and were supportive of a gas tax increase.

In response to a question, Tom Brian explained that until OTIA, gas tax and vehicle registration and title fees went into the highway trust fund and automatically distributed using the 60/24/16

formula for general purposes. In 2001 and 2003, instead of using the formula for distribution the funds were sent to OTC, which distributed the funds using a project-specific list.

Bonny Bettman, Central Lane MPO, expressed concern that the freight haulers' involvement in the legislation work group meant that the next OTIA funds would be directed to increase capacity on the designated freight routes. She emphasized the need for MPOs to be proactive rather than reactive and be involved early in discussions of the new transportation program, but noted that M&P could be the highest priority for a city and not necessarily for the MPO. Local jurisdictions should have the option of spending funds on modernization or M&P.

Anne Balley, Central Lane MPO, said modernization should remain in the program because of pending economic development projects and supported allowing local jurisdictions to determine how funds should be spent according to their priorities and needs. She asked for an explanation of Metro's ideas for local revenue sources.

Richard Brandman said the task force had identified three areas of need: larger road projects, larger transit projects, and neighborhood-based projects. Revenue sources could include a \$15 increase in the vehicle registration fee and a parking tax on commercial activity with parking requirements.

Linda Modrell, Corvallis Area MPO, said that Benton and Lincoln counties and most of the cities badly needed M&P funds. She said that the Rail Users League was also developing a project list and while it was important for MPOs to be at the table, it was vital to look long-range at the bigger picture and determine where investments would have the greatest impact on economic development.

Rod Park suggested that MPOs could develop a list of priorities for which the MPO consortium or association could advocate.

Rex Burkholder, Metro, suggested that staff could draft a list of priorities as one of the tasks related to establishing an MPO association and the association's first act could be to endorse a transportation program.

Tom Brian observed that a gas tax was very unlikely in the next legislative session. Turnover among legislators created a steep learning curve on transportation issues. If MPOs were unable to get into the legislative package being developed, perhaps they should consider drafting their own package.

Bonny Bettman supported a study of the statewide economic impacts of transportation investments, updating the state/county/city formula, and no central distribution of funds and said those three issues represented common interest among MPOs, regardless of each region's specific agenda.

Richard Brandman encouraged a discussion of timing issues, what could be done, and how quickly. The Governor had requested a proposal by the business summit in December 2004.

Linda Modrell said that a group called the Oregon Rail Users League had been convened. She said the local ACT was aware of unused rail capacity east/west on the short line that connected to the north/south Class 1 rail system and was interested in conducting a market feasibility study for increasing the amount of goods shipped by rail and identifying what businesses might be able to locate in industrial properties near the short line for access to the north/south system. The study

was not yet completed but it appeared that prospects were limited because of road blocks to interaction with short lines that were put in place by the Class 1 system. She said the concerns with designation of Highway 99 as a freight corridor could be alleviated by putting freight on the rail system that was parallel to Highway 99. She asked how the concept of using all available freight modes could be advanced as an alternative to continuing to expand Interstate 5 capacity. She expressed concern about MPOs reacting to the Governor's proposal when so little of the details were known.

Tom Brian said the MPOs could react to the lack of information about the proposal.

Several persons asked if road fund dollars were going to be redirected to a multi-modal transportation program.

Bob Bryant said the Governor had asked the OTC to explore alternative modes, freight being a primary economic driver, and prioritize needs within freight; however, he did not believe that would compete with the existing revenue stream for transportation.

Tom Brian noted legislative concern with investing public dollars in a private business by improving the rail system.

Linda Modrell said her region was interested in an increase in the frequency of passenger rail and that livability of the Willamette Valley pivoted on the transportation system; she was not opposed to spending public money to move some freight off the roads and onto rail.

Bob Bryant reported there was awareness by the OTC and others of the impact of truck freight on the public infrastructure, both local and statewide, and the need to begin to offload freight movement from the highway system and road systems to alternative modes. A conversation was evolving about the importance of freight to the Oregon economy, the impact of freight on the investments in the transportation system, the inability to invest further dollars because of limited resources, and ways to encourage other modes for movement of critical commodities and materials in and out of the state.

Rod Park asked how local businesses, the actual users of the goods and materials, would react to a request for help in a campaign for additional resources.

Dan Clem said users had not expressed any concern about freight and the larger infrastructure; the concern is with connectivity between communities and an emphasis on modernization and M&P.

Bobby Green said that users would likely express concern with the cost to them.

Bonny Bettman suggested a transportation demand management (TDM) approach to encouraging freight shipment by rail instead of truck by finding a way to level the playing field in terms of costs. That approach would not subsidize a private business and could facilitate moving trucks off the infrastructure

Rod Park said the relationship between transportation and economic activity was discussed at a recent Portland Business Alliance meeting and interest was limited. It was necessary to educate the business community about the importance of the transportation infrastructure.

Dan Clem said a Salem area survey determined that voters would not support a geo bond levy for local transportation while the Chamber of Commerce and the business community was in support.

Mike Quilty, Rogue Valley MPO, stated there were two to three dozen major hubs for trucking companies in the Rogue Valley. Freight was a significant local issue with major interest in improving the freight system.

Rod Park noted that concern over truck drivers' jobs created resistance to alternate modes. He said the freight issue would be flagged for further discussion.

D. WEST COAST CORRIDOR COALITION – STATUS REPORT AND NEXT STEPS

Information Sharing and General Discussion:

Linda Modrell, Corvallis Area MPO, said the purpose of the coalition was to obtain added funding to improve the freight transportation system for the West Coast from British Columbia to Baja California and also Alaska. She said the MPO organization had been asked to select two representatives to attend a meeting on November 10, 2005, in Palo Alto, California. She referred to materials in the agenda packet that contained details of the coalition as well as statistical information about the freight system. The invitation was an opportunity for the MPO organization to see how the coalition functioned.

Following a general discussion, it was agreed that the Rogue Valley MPO and Metro would each send a representative to the meeting for purposes of gathering information and sharing it with the other MPOs and staff.

E. NARROW ISSUES FOR STATE LEVEL AGENDA

Rex Burkholder, Metro, led a discussion of administrative issues to identify priorities, action items, and time frames. Administrative issues were those that could be addressed directly with state agencies, rather than through the legislature.

Facilitated Discussion:

Issue	Priority Timeline Status	Comments
Increasing the flexibility of funds	More information required	<ul style="list-style-type: none"> • legislative instead of administrative issue as state gas tax funds are regulated by statute and could not be redirected by administrative action • ability to flex between modes • local jurisdiction flexibility in use of funds • ODOT has federal funding that is more flexible, but not currently flexed
Seek update of the Oregon Transportation Finance Study	High priority, short-term,	<ul style="list-style-type: none"> • letter on new MPO organization letterhead to OTC requesting ODOT complete a finance study of the distribution of revenues among the State, counties,

	summer 2005	<ul style="list-style-type: none"> and cities • study should include efficacy of M&P, regional equity split • qualifier that new distribution formula not expected to be implemented until new money was available • coordinate with Oregon Transportation Plan update
Integration of land use and transportation	More information required	•
Coordination between state agencies to reduce delays	More information required	•
Urban needs recognized by ODOT/Elevate urban issues	High priority, mid- to long-term issue	<ul style="list-style-type: none"> • give staff opportunity to develop policy options • tied to policy development at the state level • involves many issues: congestion, intra-city, inter-city, connectivity • represent this issue during the Oregon Transportation Plan update process
Clarity of roles: ACTs and MPOs	High priority, February 2005	<ul style="list-style-type: none"> • need to clarify to Governor, ODOT, OTC how interests and priorities of MPOs and ACTs differ and why two voices are needed • further discussion of ACT/MPO roles at February 2005 meeting • boundaries should reflect actual sphere of influence • the same boundaries would eliminate dualities • obtain feedback from staff on the difference between dealing with ACTs v. MPOs and the extent to which there was a convergence of issues or disconnect • staff to provide comparison of similarities and differences of ACT/MPO roles • staff can address the lack of a planning element in the ACT process
Roles of LOC, AOC, and MPO association	High priority, immediate	<ul style="list-style-type: none"> • provide formal written notice to both organizations of MPO intent before the start of the legislative session • communicate informally at conferences to avoid the "surprise" factor • November 2004 conferences for both organizations good opportunity to discuss MPO priorities – get on the agenda • notice should be in the form of a resolution stating the MPOs' purpose and emphasizing the intent to coordinate and collaborate, not conflict with, AOC and LOC • MPOs represent 8 counties, 41 cities, and 57 percent of the population • cities and counties likely to support efforts to increase the share of the gas tax • must be able to state the purpose and intent of an MPO organization, particularly regarding the

		<ul style="list-style-type: none"> • upcoming legislative session • invite LOC and AOC to next MPO summit • develop single page informational sheet on MPO organization to present to boards of directors and legislative committees at LOC and AOC conferences • cities and counties have their own issues – MPOs distinguished by broader regional outlook and responsibility for transportation planning and policies • is there sufficient time for each MPO to endorse concepts before the LOC and AOC conferences
Strategies for funding larger projects	More information required	<ul style="list-style-type: none"> •
Freight route designation issues		<ul style="list-style-type: none"> • provide input on the impact new freight corridors will have at local level • staff should explore mitigators, leverage, opportunities • find ways to make the emphasis on freight work to the MPOs benefit • what assistance will be provided to the local/regional level to implement the freight strategies • Oregon Trucking Association had role in establishing priorities for the last OTIA funding – MPOs/ACTs need to have a voice to discuss local impacts • send letter from MPO association to OTC requesting inclusion in discussions of transportation package for the upcoming legislative session • advocate for no new freight route designations without funding to assist local jurisdictions to mitigate the impact and help implement the routes • insufficient information available to MPOs about freight route designations to establish position • request to the Governor to include MPO representatives in the planning process • Central Lane MPO has requested a 60-day extension of the comment period for the Statewide Freight Route Analysis Report • Corvallis Area MPO sent letter stating impact unclear, but bypass needed if route was through the middle of the city – suggested rail as alternate mode • Metro had also submitted comments on freight routes • obtain copies of letters already submitted
Relationship to OTC		<ul style="list-style-type: none"> • improve communication between MPOs/OTC • MPO advisory committee to OTC • MPO and ACT representatives on OTC • Local Official Advisory Committee (LOAC) to OTC includes MPO members and is chaired by OTC chair person – ODOT director attends meetings

Next legislative session	High priority	<ul style="list-style-type: none"> • letter to Governor, OTC, ODOT with key issues, either from MPO association or each MPO • need votes to cause action in Salem – votes require persuasive evidence to influence legislators, OTC, and Governor’s Office • evidence must demonstrate that what is requested will make things better, particularly for economic recovery • develop data to support last seven “whereas” clauses in Metro resolution and include in letter to make argument for MPOs to be included in transportation package •
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F. COORDINATION FOR NEXT LEGISLATIVE SESSION

- ✓ Metro to provide central contact point, clearinghouse for legislative information, facilitate communication among MPOs, coordinate activities
- ✓ MPOs will provide direction to their staff once a legislative package has been developed
- ✓ COG email network will be used to communicate
- ✓ Each MPO will designate a contact person until a structure is agreed upon and two representatives from each MPO are identified
- ✓ Staff will develop a decision package for the MPO organization structure
- ✓ December 14, 2004, OTC meeting – MPO organization representative could testify pursuant to a letter circulated via email among MPOs and agreed upon, if permitted in the agenda

III. OTHER COMMON ISSUES AND CONCERNS, CONCLUDING THOUGHTS

Roundtable Discussion:

Rogue Valley MPO –

Mike Quilty:

- In Oregon, infrastructure is not planned before housing is developed
- Need a mechanism to look long-term at location of arterials and cross-connections and be ready to build infrastructure as housing developed
- More can be done working together
- Pleased that representatives will go to the West Coast Corridor Coalition meeting
- MPOs may approach issues from different directions but have the same needs to fulfill mandates – common voice at the State and federal levels to advocate for resources
- Organization can help members stay better informed about legislative issues

Corvallis Area MPO –

Alan Rowe:

- A lot of planning accomplished during meeting to create a more formal organization to represent a common MPO voice and message
- Jointly working together better uses combined abilities and strengths

Central Lane MPO –

Susan Ban:

- Agree there are common concerns shared by metropolitan areas, as well as areas where they diverge
- Common conversation about shared concerns very helpful

Bonny Bettman:

- Pleased to see agreement to form an organization
- Need to avoid duplicating activities of LOC or ACTs, focus on specific functions of MPOs

SKATS –

Dan Clem:

- Work to do with own MPO and legislators to promote the fact that there is another voice as represented by the MPO organization

Lloyd Chapman:

- Important to work within each MPO to promote benefits of the MPO organization

ODOT –

Bob Bryant:

- Appreciated being included in the MPOs' conversation
- Has seen the value of coming together as an organization, but need to assure there is no duplication of effort
- Focus on MPOs, but keep in mind there are many other jurisdictions besides MPOs that have needs and are competing for resources

LCOG –

Tom Schwetz:

- MPOs in a perfect position to weave together the interests of counties, cities, transit agencies into a cohesive regional ethos and make a compelling argument for investing more resources into the transportation system and pull together a broad-based coalition that will resonate with the legislature

IV. NEXT STEPS

Bonny Bettman thanked everyone for their participation.

Next Meeting Schedule: February 11 or 18, 2005 – date to be finalized via email poll of MPOs
Meet in Salem and schedule meetings with respective legislators during part of the day

Tentative Agenda Items: ACT/MPO roles
Legislative issues
Presentation by NAMPO
Discussion of citizen involvement
Invite key legislators to share their perspectives on transportation
Invite OTC members

**October 15, 2004
MPO Summit**

Administrative Issues Discussion

Time Frame	Priority	Issue
Coordinate with OTP Update (Summer '05)	High	ODOT Finance Study
February '05	High	ACT/MPO Roles
Now (Nov/December Meetings)	High	MPO/LOC/AOC Coordination
Intermediate	Research	Funding Flexibility
Intermediate	Research	State Agency Coordination
Intermediate	Research	Trans/Land Use Integration
Intermediate/Long Range	High	Elevate Urban Issues
Intermediate	Research	Advancing Large Projects

Discussion Notes:

Flexibility

- STP funds allocated by ODOT could be flexed more
- Constitution limits on state gas tax for project type/mode
- Project type flexibility – capacity vs. other uses
- Look for opportunities to leverage; e.g., using freight emphasis to achieve other MPO goals (mitigation of freight route funds linked to designations, other enhancements)

MPO/LOC/AOC

- Send “establishing” resolution with purposes, objectives of MPO Consortium (covers portions of 9 counties, 42 cities)
- Focus on unique role of MPOs: transportation, energy and air quality planning for metro areas that span many jurisdictions; big picture.
- Get on upcoming AOC/LOC conference agendas
- Attend AOC/LOC board/legislative affairs meetings
- “Another voice in Salem”

Elevate Urban Issues

- Bring OTP update discussion to future MPO consortium meetings

Oregon Transportation Finance Study

- New money
- Letter to OTC to request a study
- Include in letter: regional equity, prevention through M&P, cost effective/avoidance

Relation to OTC

- Appoint an MPO advisory member of OTC?
- Add an MPO representative to LOAC?
- Hire a lobbyist?
- Letter to Governor on legislative package development (October '04); copy to OTC and Bruce Warner

Freight Route Designations

- December OTC meeting
- Desire to add MPO perspective to discussion
- Concern about unknown impacts of freight designations
- Need funding for mitigation

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 04-3498
REGIONAL PRIORITIES FOR A STATE)
TRANSPORTATION FUNDING PACKAGE) Introduced by Councilor Rod Park

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHEREAS, Oregon still has the lowest transportation funding per capita and per mile among all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA's; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No.00-869A and Resolution No. 00-2968B; and

WHEREAS, the Regional Transportation Plan documents a need for \$7.8 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the Portland Metro region and throughout the state; and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2005 Oregon Legislature; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

ADOPTED by the Metro Council this _____ day of _____, 2004.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Joint Policy Advisory

Committee on

1. Transportation

JPACT Multi-Modal Transportation Funding Concept

Rod Park, Chair
Metro Councilor

Rex Burkholder, Vice Chair
Metro Councilor

Rob Drake
Mayor, City of Beaverton
Cities of Washington County

Jim Francesconi
Commissioner
City of Portland

Matthew Garrett
Region 1 Manager
Oregon Department of
Transportation

Stephanie Hallock
Director
Oregon Department of
Environmental Quality

Fred Hansen
General Manager
TriMet

Larry Haverkamp
Councilor, City of Gresham
Cities of Multnomah County

Bill Kennemer
Commissioner
Clatsop County

Rod Monroe
Metro Councilor

Royce Pollard
Mayor
City of Vancouver, WA

Roy Rogers
Commissioner
Washington County

Carl Rohde
Councilor, City of Lake
Oswego
Cities of Clackamas County

Maria Rojo de Steffey
Commissioner
Multnomah County

Ludie Stanton
Commissioner
Clark County

Don Wagner
District Administrator
Washington State Department
of Transportation

Bill Wyatt
Executive Director
Port of Portland

JPACT intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, including:

1. Road Infrastructure Package:

JPACT recommends the adoption of a state road finance package to fund operations and maintenance of the existing system as well as modernization of the road system to address congestion and foster business expansion and economic development. While there has been significant progress through the adoption of OTIA I, II and III, urgent needs remain unfunded. In particular, maintenance and operation of the existing city, county and state road systems have fallen behind, threatening the condition of the existing system. In addition, urban road investments are vital to support economic development and recovery and reduce the backlog of congestion.

Even with the new revenues generated by OTIA I, II and III, Oregon still ranks lowest among western states in per capita and per mile transportation funding. Nationally, Oregon now ranks 46th in registration fees, 34th in title fees and 13th in gas taxes. In addition to considering these traditional funding sources, we support ODOT's efforts to explore more creative options for meeting our outstanding Highway Fund needs. Such options might include bonding against increased federal funds, indexing the gas tax or instituting a title fee for vehicles added to the statewide fleet.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, JPACT also recommends the adoption of a funding package to support non-Highway Fund modes of passenger and freight transportation improvements as well as additional investments in transit. While other states have aggressively invested in rail, marine, aviation and transit infrastructure, these modes have received relatively small investments here in Oregon in recent years.

We are therefore encouraged that the Governor, under the banner of "Connect Oregon," has recently asked the Oregon Transportation Commission to undertake an assessment of the state's need for investment in its multi-modal transportation system. Because there are multiple projects in each of these modes that would significantly benefit the public and provide economic returns for the state and region, JPACT supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment. We agree with the Governor that lottery dollars would be an appropriate source of funds for these investments.

The region and the state have benefited significantly from past investments in light rail and passenger and freight rail infrastructure, marine terminals, and airports. Additional funding for future projects that support a diverse, efficient and healthy transportation network, including the next leg of the Portland region's light rail system, is essential in order to address both short-term and long-term economic and livability needs.

3. Elderly and Disabled, Bus Replacement and Transportation Demand Management:

JPACT recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Elderly and Disabled

Transit providers are struggling to meet the demand for complementary paratransit services for the elderly and people with disabilities. TriMet's annual General Fund contribution to door-to-door (LIFT) operations has increased 484% since FY92, from \$3.1 million in FY92 to \$18.0 million a year in FY04. LIFT operating costs will continue to increase because Oregon's population is aging faster than most other states. In fact, by 2025, the U.S. Census Bureau projects Oregon will have the 4th highest proportion of elderly in the nation. JPACT supports growing the Special Transportation Fund to allow transit providers to pursue cost-saving ideas while continuing to meet the increasing demand for elderly and disabled transportation.

Bus Replacement

JPACT supports growing ODOT's Mass Transit Vehicle Replacement program from \$2 million to \$4 million. Constrained budgets are forcing transit providers across the state to keep high-mileage vehicles in service for up to 15 to 17 years even though the FTA standard is 12 years. With 35% of fixed route buses in fair or poor condition statewide, transit providers are experiencing increased maintenance costs and reduced reliability. The situation is equally bad for the paratransit fleet.

Transportation Demand Management

In the 2003-04 ODOT budget, \$1.5 million was committed to support an aggressive effort to promote demand management to encourage reduced reliance on the automobile, thereby decreasing the need for highway expansion. In order to produce the greatest impact, these ODOT resources are coordinated with similar funding commitments from the region. These resources need to be continued.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3498, FOR THE PURPOSE OF ENDORSING REGIONAL PRIORITIES FOR A STATE TRANSPORTATION FUNDING PACKAGE

Date: November 9, 2004

Prepared by: Richard Brandman

BACKGROUND

The Metro Council approved the Regional Transportation Plan in 2000 and a Plan update in 2004. Currently, the Plan calls for \$7.8 billion in multi-modal transportation improvements within the region to meet transportation needs, provide efficient movement of people and goods, autos, trucks and transit and ensure a healthy economy and livable region. However, about 50 percent of these improvements have no identified funding source. This shortfall includes funding to maintain, operate and improve the existing city, county and state road system. Recently, Metro's Transportation Funding Task Force has recommended that Metro address this shortfall with a two-phase strategy. This strategy includes: 1) a legislative package for multi-modal improvements as shown in Exhibit A to the resolution; and 2) proposing a ballot measure for 2006, seeking voter approval.

ANALYSIS/INFORMATION

1. **Known Opposition** There is widespread local government support to take the transportation agenda to the Legislature. It is unknown what the legislature's response would be since the recommendations include an increase in fees or use of lottery proceeds to help implement this package.
2. **Legal Antecedents**
 - Ordinance 03-1024, For the Purpose of Adopting the 2004 Regional Transportation Plan as the Regional Transportation System Plan and the Regional Functional Plan For Transportation to Meet State Planning Requirements.
3. **Anticipated Effects** Needed multi-modal projects would be built, many miles of roads would be maintained and added, buses would be replaced and added, elderly and disabled transit would be maintained and improved and transportation demand management programs would be sustained. This activity would also mean thousands of jobs created and economic benefits distributed throughout the State and region.
4. **Budget Impacts** There is no direct impact to the Metro budget.

RECOMMENDED ACTION

Approval of Resolution No. 04-3498, For the Purpose of Endorsing Regional Priorities for A State Transportation Funding Package.



METRO

Memorandum

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

To: Joint Policy Advisory Committee on Transportation
From: *RD* Richard Devlin, Chair
RE: FORMATION OF JPACT FINANCE COMMITTEE
Date: April 8, 1992

Approval by JPACT is recommended for the formation of a JPACT Finance Committee to develop transportation financing recommendations for consideration by the full committee.

Key issues to address include:

- Funding for expanded transit operations.
- Funding for a regional arterial fund.
- Funding for future LRT expansion.
- Determination of whether and when to proceed with a local option vehicle registration fee; and for what purpose.
- Input on financing recommendations from the Oregon Roads Financing Study.
- Input on financing recommendations from the Oregon Transportation Plan.
- Recommendations on allocation of Regional Surface Transportation Program (STP) funds in relation to other funding.
- Impact of funding recommendations on Metro dues funding.
- Coordination with financing aspects of Governor's Task Force on Vehicle Emissions in the Portland region.
- Development of a regional position on recommendations to the '93 Oregon Legislature.
- Coordination with the State of Washington financing initiatives.

Membership of the Finance Committee is recommended as follows:

Richard Devlin, Chair
Ed Lindquist, Clackamas County
Pauline Anderson, Multnomah County
Roy Rogers, Washington County
Earl Blumenauer, City of Portland
Dave Sturdevant, Clark County
Tom Walsh, Tri-Met
Don Forbes, ODOT

All recommendations of the committee will be considered for approval by JPACT.

*11A
JPACT Finance*

**METRO**

TO: Rod Park, Chair, Joint Policy Advisory Committee on Transportation (JPACT)
FROM: Andy Cotugno, Planning Director
DATE: November 10, 2004
SUBJECT: Oregon Strategy for Greenhouse Gas Reductions Report

Background. Governor Kulongoski appointed an Advisory Group on Global Warming earlier this year. During the past nine months the Advisory Group and subgroups have met and discussed the topic and made suggestions for action. In October the Advisory Group released a draft *Oregon Strategy for Greenhouse Gas Reductions* and public comment sought through November 15.

The entire *Strategy* is not included in this packet, but may be down loaded from:
http://www.energy.state.or.us/Publications/Global_Draft.pdf.

The *Strategy* includes a goal of stopping the growth of Oregon's greenhouse gas emissions by 2010 and by 2050 to achieve a "climate stabilization" level that is less than or equal to 75 percent below 1990 levels. There are six types of actions suggested ranging from energy efficiency and electric power generation to transportation and materials use, recovery and waste disposal.

This issue is very broad and has many aspects of which are complex, unknown and/or contested. The *Strategy*, including appendices, runs to 152 pages and there are many, many, other relevant reports and data. Accordingly, there are a variety of perspectives and concerns, recognizing substantial constraints of topic breath, review timeline and the potential for substantial debate

Response Proposal

As the *Strategy* contains recommendations that could influence transportation decisions within the region, we have brought proposed comments to the *Strategy* to JPACT for consideration. It is proposed that a joint letter from the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council be completed and forwarded to the Governor's Advisory Group on Global Warming concerning the *Strategy*. A draft letter for your consideration and discussion is attached. The letter includes comments made by the Transportation Policy TPAC.

I look forward to your discussion of this matter on November 17.

November 18, 2004

Dr. Jane Lubchenco, Mr. Mark Dodson, Co-Chairs
Governor's Advisory Group on Global Warming
c/o Kathy King
Oregon Department of Energy
625 Marion Street, NE
Salem OR 97301-3737

RE: draft *Oregon Strategy for Greenhouse Gas Reductions*

Dear Co-Chairs Lubchenco and Dodson:

Following are comments representing the discussion of your draft *Oregon Strategy for Greenhouse Gas Reductions (Strategy)* by the local elected officials from the Metro region. These officials include members of the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Council.

We appreciate the opportunity to participate in this discussion of greenhouse gas reduction strategies for Oregon. We also recognize that your official deadline for public comment is November 15. However, our standing meeting schedule did not allow us to conclude our comments until today. Given that the greenhouse gas issue is one that is vast in scope and progress will likely require a series of efforts, we hope that our comments and recommendations can be taken into consideration by your committee for your immediate recommendations to Governor Kulongoski, as well as serving as Metro area suggestions for future efforts.

Accordingly, we offer the following comments and recommendations concerning the draft *Strategy*:

Provide Additional Impact Information. We suggest that more specific information about the adverse impacts and any benefits that are likely to occur to the State and regions within the State would help us and others understand the potential local consequences of not acting to reduce greenhouse gas (GHG) emissions.

Assess Both Modification and Adaptation. We urge that work be completed to assess what adaptation measures might be needed so that a clearer picture of the actions that may need to be taken can be assessed.

Consider Oregon Jobs, Non-Kyoto Protocol Countries. We urge that any greenhouse gas emission reduction actions consider whether the actions are likely to become an incentive to lose existing Oregon jobs or jobs that might be located in Oregon to countries not included in the Kyoto Protocol. Concerns have been raised with getting too far ahead of other nations, states or regions GHG initiatives that could result in a competitive economic disadvantage for our region. Alternatively, we understand that the other West Coast States are considering actions and that Oregon leadership could encourage new technologies and jobs. However, there are many factors to consider and the subject is complex. It is difficult to assess how to strike an appropriate balance.

We further suggest that the Strategy or other future analyses include tools or methods for local governments and regional entities to help support local businesses that may otherwise be adversely impacted by GHG emission reduction actions.

Assess Swiss Approach. It appears that at least in 1995, Switzerland had greenhouse gas emissions about 70 percent less than the US. The Strategy recommends a 2050 goal of 75% below 1990 emissions. We suggest that it could be useful to consider what actions Switzerland has taken to achieve much lower GHG emissions, how their approach compares with the *Strategy* and whether their methods might be applicable in the US.

Clarify Cost-Effectiveness Estimates. We recommend that the *Strategy* clarify and document how the cost-effectiveness estimates were calculated.

Recognize Past and Present Metro Area Success, Quantification. The Metro area has worked for about the past ten years to manage the region's land use and transportation systems to achieve goals that in many cases also reduce GHG emissions. For example, the region has managed the urban growth boundary to maintain a compact urban form and to reduce vehicle miles traveled. As a result, while most of the US continues to experience increasing vehicle miles traveled per capita (vmt/capita), the Metro region's rate has leveled off and has decreased. The Metro area has vmt/capita rates that are approximately 20 percent less than the US average. In addition, the City of Portland and Multnomah County have adopted a plan that is intended to meet *Strategy* goals. We believe that individual local government efforts and the region's actions should be quantified and included in any consideration of remaining actions that may be needed. Further, the Strategy might recognize measures suitable for urban areas and those suitable for rural areas.

Carefully Consider Building Code Update Approach. The energy efficiency section calls for updating building codes every 3 to 6 years. We urge consideration of whether large scale changes at such frequent intervals would be the best approach. It may be that there are other methods, including incentives, which could help achieve GHG emission reductions at a lower cost.

Consider Greater State Transit and Freight Rail Role. While the State has provided one source of funding for transit within the state, the *Strategy* could recognize the key role that transit can play in reducing GHG and recommend that the State make a greater commitment to funding urban transit system expansion and operation as well as inter-city transit passenger rail and bus. In addition the Oregon Transportation Plan could be revised to set a priority for addressing transportation problems, so that before a roadway capacity is expanded, TDM strategies are implemented; then alternative modes, including transit are implemented; then Intelligent Transportation Systems improvements and value pricing are considered. In addition, land use changes would be examined to see if these changes could become part of a transportation solution. Finally, the State could play a larger role in addressing freight rail needs.

Improve Coordination of Land Use, Housing and Transportation. The *Strategy* could include a recommendation that a mechanism be developed to better coordinate growth forecasts and Urban Growth Boundary decisions within each metropolitan area and adjacent travel shed. A requirement that calculation and consideration of the likely GHG emission consequences of new transportation facilities and/or Urban Growth Boundary expansions could reduce travel demand and GHG emissions. In Tran-2 and Tran-5, use of the MOBILE6.2 air quality software could be required as a readily available tool for estimating likely GHG emission results.

Favor Region-wide Versus Project Level Assessment. Within a transportation plan, some projects may lessen GHG emissions, others may increase GHG emissions. The most important consideration is the impact of the overall mix of projects, not the impact of an individual project. This would follow the same approach as Federal air quality requirements.

Support Transportation Choices and Travel Smart. Tran-6 suggests a variety of approaches to reduce travel demand. While the suggested methods are not the only ones available, they are ones in use within our region and we urge your support for this overall approach, the specific programs included as well as other programs which could provide similar results.

Support Traffic Flow Engineering Best Practices. Tran-12 includes support for best practices traffic flow engineering. Significant portions, though certainly not all of the region have already instituted this approach. Through the Intelligent Transportation System Plan and future updates and future investments, better management of the transportation system will be provided to get the most out of the transportation system investment. Accordingly, we support this measure.

Lubchenco, Dodson
November 18, 2004

Carefully Consider Warehousing and Distribution Land Use Locations. The region continues to assess its capacity to accommodate additional employment including warehousing and distribution centers. However, some of these uses can have very low employment density. Very low employment density may not be compatible with the economics of transit service. Accordingly, we suggest that it be recognized that in the consideration of the location of some types of employment, transit service may not always be a critical factor.

Review Airport Plans. Tran-13 suggests a different role than that now played by the Hillsboro Airport and its share of the region's overall airport capacity. We suggest that this recommendation be further analyzed and that the airport plans for both Hillsboro Airport and Portland International Airport be reviewed and the Port of Portland be consulted with further on this measure.

Support Goal Setting, Market Signals and Investment Approach. The *Strategy* recommends setting goals and defining a path based on cost-effective actions. This process provides a signal to markets about the State's commitment to reducing GHG. This approach is consistent with how the Metro region set and has tried to reach its waste reduction goals. In addition, the *Strategy* supports an "investment-based" approach rather than just viewing actions as unrecoverable costs. This is an approach consistent with regional waste reduction efforts. Accordingly, we urge support for this approach.

Recognize Effectiveness of Reducing Waste Generation, Support Additional Analysis. The region continues to work hard to increase the level of recycling and will continue to do so. However, the *Strategy* documents the substantially greater GHG emission reductions that can be achieved through meeting waste generation goals. While we support efforts to set solid waste performance measures that incorporate all costs, including GHG, we believe additional analysis is necessary. We are examining the issue in our solid waste planning process. We also support the completion of additional analysis by the DEQ on the programs that will be required to reach the waste generation goals.

Complete Further Analysis of Landfill Measures. MW-2, MW-3 and MW-10 recommend methods of reducing GHG from landfills. We support additional analysis to determine how effective each approach would be. We also would like more information on what the costs would be or the impact on tip fee structure that could result at affected landfills which take waste from the Metro region.

Support Increase in Salvage of Used Building Materials. We recognize the resources, including energy, embodied within used building materials and support MW-4, which encourages incentives for increasing used building material salvage.

Lubchenco, Dodson
November 18, 2004

Support Increase and Expand Bottle Bill. We agree with the interest in reducing litter and increasing the recycling of beverage containers within the State. An increase in the redemption value from 5-cents to 10- cents and expanding the list of beverage containers included to juice, water, liquor, wine, tea and sports drinks could also reduce contamination currently occurring in the region's recycling.

Support Consumer Electronics Waste Recovery. We support MW-6 that would encourage the State to consider statewide recovery infrastructure for consumer electronics waste.

The above concludes our comments at this time. The work that the Governor's Advisory Group on Global Warming is extensive and demonstrates a great deal of work completed. Thank you for your consideration of the above. We look forward to working with you in the future to ensure a bright future for Oregon and our region.

Sincerely,

David Bragdon, President
Metro Council

Rod Park, Chair
JPACT

Charles J. Becker, Chair
MPAC

cc: Metro Council
JPACT
MPAC

Draft Oregon Strategy for Greenhouse Gas Reductions

October 13, 2004

Executive Summary

This draft Oregon Strategy for Greenhouse Gas Reductions was developed and is offered for public comment by the Governor's Advisory Group on Global Warming. The Advisory Group was appointed by Governor Ted Kulongoski to perform this task early in 2004. This Strategy, if adopted, will complement the agenda of the West Coast Governors' Initiative on Global Warming undertaken by the Governors of California, Oregon and Washington to address greenhouse gas emissions at a state and regional level.

The Advisory Group invites Oregon citizens, businesses and organizations to offer their comments, additions and criticisms of the goals, approaches and actions assembled in this document. These will be taken into account before final recommendations are made to the Governor. The overall Strategy may be summarized as follows:

Goals:

Three proposed goals relate to Oregon Benchmark #76, which sets the goal of reducing carbon dioxide (CO₂) emission levels at or below 1990 levels by the year 2010. Oregon emissions in 2000 were 18 percent above this benchmark. While other states have proposed meeting a comparable emissions goal by 2010, the Advisory Group recognizes that its draft strategy is not likely to achieve this goal within the time frame. However, measurable progress towards attaining this goal is possible.

The Advisory Group proposes the following goals:

1. By 2010, arrest the growth of Oregon's greenhouse gas emissions (including, but not limited to CO₂) and begin to reduce them, making measurable progress towards meeting the existing Benchmark of not exceeding 1990 levels.
2. By 2020, achieve a 10 percent reduction below 1990 greenhouse gas levels.
3. By 2050, achieve a "climate stabilization" emissions level that is less than or equal to 75 percent below 1990 levels.

These goals offer a pathway to climate stabilization that requires vigorous action, but also allows time for necessary individual and business adjustments.

Strategies: This draft Oregon Strategy articulates a set of Principles (Section 2.1) and four broad strategies:

1. Invest in Efficiency
2. Replace Greenhouse Gas-Emitting Energy Resources with Cleaner Technologies
3. Increase Biological Sequestration (farm and forest carbon capture and storage)
4. Promote and Support Education, Research and Technology Development

Recommended Actions: The draft Strategy proposes actions in seven areas: (1) Integrating Actions; (2) Energy Efficiency; (3) Electric Generation and Supply; (4) Transportation; (5) Biological Sequestration (carbon capture and storage); (6) Materials Use, Recovery and Waste Disposal; and (7) Government Operations. Within these areas, the Advisory Group identified two categories of actions¹.

Category I: Significant Actions for Immediate State Action. These actions promise significant greenhouse gas savings, are technically feasible today, and are the most cost-effective first actions to be taken.

Category II: Other Immediate Actions. These actions make sense for the State to undertake immediately. In most cases the greenhouse gas savings are less significant, but costs are also proportionately lower and many actions are cost-effective now.

The Advisory Group particularly wishes to invite comment on Category I actions. Accomplishing these will usually require the most concerted and disciplined effort on the part of Oregonians; equally, meaningful progress toward the proposed goals will be extremely difficult to achieve without substantially achieving most or all Category I actions. These actions include:

Integrating Actions (IA-1): Arrest the growth of and begin to reduce Oregon's greenhouse gas emissions by 2010. Meet a goal of 10% below 1990 Oregon emissions levels by 2020, and of 75% below those levels by 2050.

Energy Efficiency (EE-1): Meet Oregon's energy efficiency target set by the Northwest Power Planning Council for the next 20 years, capturing at least 960 average megawatts (aMW) of electricity savings and comparable conservation of natural gas and oil.

Electric Generation and Supply (GEN-1): Develop about 130 average megawatts (aMW) of renewable generation by 2006 and comparable or greater amounts each biennium thereafter.

Electric Generation and Supply (GEN-2): Convene an interim work group to recommend to the 2007 Legislature, a "carbon content" standard for delivered energy (electricity, gas and oil) that will establish a schedule for reducing the greenhouse gas emissions from these sources consistent with the State's overall goals.

¹ Note: The Advisory Group considered Category III Actions that, for various reasons including simply manageability of the process, it chose to defer. As these and other possible actions are proposed, they can be developed and considered by a successor to this Advisory Group.

Transportation (TRAN-1): Convene an interim work group to recommend a proposal for the Governor, the Environmental Quality Commission and the Legislature to adopt 1) California Low Emissions Vehicle Standards (LEV II); and 2) California Greenhouse Gas Emissions (Pavley) Standards for vehicles.

Materials Use, Recovery and Waste Disposal (MW-1): Achieve the waste disposal and recovery goals already adopted by Oregon. (Note: There are three other Category I Actions in the MW section.)

Depending on the schedule of emissions reductions achieved in GEN 1 and MW 1, these five actions alone should result in reversing the continued growth of greenhouse gas emissions generated from Oregon and set us on a path of declining emissions. Costs of these actions also will vary, depending on when actions are undertaken, but the energy efficiency and transportation actions are selected to be cost-effective for Oregonians, independent of their greenhouse gas savings.

Abstract of

DRAFT Recommendations of the

Oregon Strategy for Greenhouse Gas Reductions

(The Governor's Advisory Group On Global Warming)

October 13, 2004

This abstract lists the draft recommendations of the Governor's Advisory Group on Global Warming. The full report is at http://www.energy.state.or.us/climate/Warming/Draft_Intro.htm
Recommendations fall within seven action areas:

- **Integrating Actions (IA)**
- **Energy Efficiency (EE)**
- **Electric Generation and Supply (GEN)**
- **Transportation (TRAN)**
- **Biological Sequestration (BIOSEQ)**
- **Materials Use, Recycling and Waste Disposal (MW)**
- **Government Operations (GOV)**

Also included is a graph that shows a forecast of the cumulative, sequential reductions that would result from the proposed actions as subtractions from the "business as usual" approach.

Specific actions are identified with an abbreviation denoting the action area and a number for easy reference. Actions are also grouped as Category I or Category II as follows:

Category I: Significant Actions for Immediate State Action. These actions promise significant greenhouse gas savings (usually greater than or equal to 0.25 million tons/year of CO₂ or equivalent savings); are technically feasible today; and are the most cost-effective first actions to be taken.

Category II: Other Immediate Actions. These actions make sense for the State to undertake immediately. In most cases the greenhouse gas savings are less significant, but costs are also proportionately lower and many actions are cost-effective now.

In the tables below, column three shows estimated CO₂ savings in million metric tons (MMT) through 2025. Column four asks if the action is cost-effective (C/E) - yes (Y) or no (N) - to the consumer over the action's lifetime. (This does not include whether it is cost-effective considering the projected effects of global warming.) Estimates for the CO₂ saving for energy efficiency and some generation actions assume displaced generation at a 50-50 mix of gas-fired and coal-fired generation. Please refer to the graph on page 8 for the cumulative impact of measures.

INTEGRATING ACTIONS TO REDUCE GREENHOUSE GASES

The three recommended Integrating Actions described in this section are crosscutting and affect the six other action areas. In order to slow and then reverse greenhouse gas (GHG) emissions, it is essential to have a long-term focus.

Action IA-1 recommends goals that provide a long-term context for all other draft actions. The goals extend out 50 years.

Action IA-2 recommends that the Governor continue the work this group has begun. This includes appointing a successor group that could oversee implementation of global warming actions, develop adaptation actions; and develop additional actions to reduce GHGs.

Action IA-3 recommends the Oregon University System develop a research strategy for technologies and techniques to reduce GHGs and adapt to climate change. This would allow Oregon to foster new industries and would help Oregon's economy.

Integrating Actions	
	CATEGORY I – SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION
IA-1	Recommend the Governor adopt near-term, intermediate and long-term greenhouse gas emissions goals for Oregon.
IA-2	Urge the Governor to renew the charter of the Advisory Group on Global Warming (or a successor body) to continue the Advisory Group's unfinished agenda.
IA-3	The Oregon University System should develop strategic and targeted research, development and demonstration (RD&D) programs for greenhouse gas reduction technologies.

ENERGY EFFICIENCY ACTIONS TO REDUCE GREENHOUSE GASES

Issue: For the past twenty years and more, Oregon has had successful energy savings programs for electricity, natural gas and petroleum users. These have included incentive programs and building codes. Even so, significant savings remain to be captured, and new technologies create opportunities for still more savings. Petroleum and natural gas use emits CO₂ and other greenhouse gases directly. Almost half of the electricity used in the Oregon is met by coal and gas-fired generation that emit greenhouse gases (GHG).

Solutions: To reduce emissions, Oregonians will need to use all energy more efficiently. Oregon's incentive and building code programs need to be reviewed and upgraded, based on concerns over global warming.

Energy Efficiency Actions

	CATEGORY I: SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION	MMT CO_{2e} 2025	C/E?
EE-1	Meet the Northwest Power and Conservation Council (NWPCC) goal of implementing cost-effective electricity efficiency measures for electric users and an equivalent goal for natural gas users.		
	EE-1a: Expand and coordinate electric incentive programs for Investor-Owned Utilities (IOUs). Coordinate Oregon Department of Energy (ODOE), Energy Trust of Oregon (ETO), consumer-owned utility (COU) efficiency programs; 2005 assessment; legislation to amend Residential Energy Tax Credit (RETC).	3.20	Y
	EE-1b: Upgrade building codes on a 3-6-year cycle. (Add building commissioning and increase enforcement funds)	0.52	Y
	EE-1c: Amend building codes to set minimum space and water heating/cooling standards.	0.09	Y
	EE-1d: Adopt state appliance efficiency standards. (requires legislation)	0.41	Y
	EE-1e: Advocate with Bonneville Power Administration (BPA) and Oregon COUs to meet NWPCC goal.	1.24	Y
	EE-1f: Support Oregon Public Utility Commission (OPUC) actions to evaluate NW Natural/ETO and ODOE natural gas incentive programs. (Coordinate programs; conduct an assessment in 2005 to see if it is possible to double the base goal of 4.6 TBtu per year in energy savings)	0.24- 0.48	Y
	EE-1g: Advocate with OPUC for Avista and Cascade to meet gas energy savings goals comparable to NW Natural	0.05	Y
	EE-1h: Advocate for federal equipment and appliance efficiency standards.	0.40	Y
	EE 1i: Strengthen state marketing of energy efficiency and incentive programs; initiate Governor's Awards		Y
	SUB-TOTAL FOR EE-1	6.15- 6.39	
	CATEGORY II: OTHER IMMEDIATE ACTIONS		
EE-2	Support OPUC and COU efforts for modified rate designs (to reflect daily and seasonal peak demand)	0.16	Y
EE-3	Support OPUC initiatives for Gas Fuel Switching Programs (residential electric water heaters and commercial oil boilers)	0.10	Y
	TOTAL ALL EE ACTIONS	6.41- 6.65	

ELECTRIC GENERATION AND SUPPLY ACTIONS TO REDUCE GREENHOUSE GASES

Issue: Oregon electricity supplies, once nearly all renewable (hydro), are now over 40 percent from coal and another 8 percent from natural gas. Both emit CO₂ and other greenhouse gases (GHG) in combustion (although gas has lower emissions).

Solutions: To reduce greenhouse gas emissions, we must use all energy more efficiently, while meeting new load growth and replacing existing fossil fuel generation with energy efficiency and generation that does not produce greenhouse gases.

Electric Generation And Supply Actions			
	CATEGORY I: SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION	MMT CO₂e 2025	C/E?
GEN-1	Increase the renewable content of electricity.	0.80	Y
GEN-2	Develop a greenhouse gas allowance standard for delivered energy.	At least 7.0*	?
	GEN-2a Develop an Oregon Renewable Portfolio Standard (RPS) or expanded public purpose charge as an alternative to Gen 2 above (e.g., have new renewable meet 25% of 2025 load).	7.00	?
GEN-3	Support Oregon PUC's review of rules and tariffs for renewable and combined heat and power (CHP) facilities.	0.54	Y
CATEGORY II: OTHER IMMEDIATE ACTIONS			
GEN-4	Encourage state government to purchase renewables ("1% for renewables" in new buildings or 20% of energy purchases).	0.08	N?
GEN-5	Advocate for specific federal policies or legislation (Re: CO₂ legislation and U.S. Dept. of Energy and EPA policies).	varies	varies
GEN-6	Advocate with BPA to support Oregon's renewables measure (renewable funding, transmission and integration services, and other policies for renewables).	varies	varies

* Assumes carbon constraint at least equal to an RPS of 25 percent.

TRANSPORTATION ACTIONS TO REDUCE GREENHOUSE GASES

Issue: One-third of Oregon's GHG emissions are from vehicle exhaust. Cost-effective opportunities to reduce these emissions are available, particularly in urban areas.

Solutions: Two categorical solutions are: (1) to reduce greenhouse gas emissions from consumption of fossil fuels by displacing conventional combustion engines with hybrid, electric and other technological/fuel options; (2) to guide land use choices, especially in Oregon's urban areas,

toward more efficient choices including higher densities, transit options, mixed-use neighborhoods, apartment and common wall dwelling designs.

Transportation Actions		Reductions in Greenhouse Gas Emissions in MMTCO₂E	C/E
CATEGORY I: SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION		2025	
TRAN-1.	Convene an interim working group to recommend a proposal for the Governor, Environmental Quality Commission and the Legislature to adopt emission standards for vehicles.		
	TRAN-1a: Adopt Low Emission Vehicle (LEV II) Emission Vehicle Standards.	0.24	Y
	TRAN-1b: Adopt CO ₂ Tailpipe Emission Standards (per California AB 1493 "Pavley" standards).	> 6.0	Y
TRAN-2.	Integrate land use and transportation decisions with GHG consequences.	0.40	Y
TRAN-3.	Promote biofuel use and production.	1.0	Y
CATEGORY II – OTHER IMMEDIATE ACTIONS			
TRAN-4.	Review and enhance state tax credits and local incentives for citizens purchasing high efficiency vehicles.	-	?
TRAN-5.	Incorporate GHG emission impacts into transportation planning decisions.	-	Y
TRAN-6.	Expand "Transportation Choices Programs" and "Travel Smart Pilots."	-	Y
TRAN-7.	Adopt state standards for high efficiency/low rolling resistance tires.	0.12	Y
TRAN-8.	Reduce GHG emissions from government fleet purchase and vehicle use.	-	Y
TRAN-9.	State and local governments should switch to "clean diesel" fuel and vehicle purchases, retrofits.	0.10	Y
TRAN-10.	Adopt state and local incentives for high efficiency vehicles.	-	Y
TRAN-11.	Set and meet goals for reduced truck idling at truck and safety stops.	-	?
TRAN-12.	Set up traffic flow engineering "Best Practices."	0.08	
TRAN-13.	Set and meet goals for freight (truck/air) transportation efficiency; achieve this through equipment, coordination, and land use.	-	?
TRAN-14.	Establish consumer awareness education link to transportation choices.	-	Y
TOTAL		7.84	

(-) Symbol denotes savings of less than .0001, or unable to be estimated.

BIOLOGICAL SEQUESTRATION ACTIONS TO MITIGATE GREENHOUSE GASES

Issue: Carbon dioxide is sequestered (captured and stored) in trees, soils and other biomass. Human activities can release this carbon or increase sequestration.

Solution: To increase sequestration or reduce emissions for forest and other lands Oregonians need to maintain and increase good land use practices.

Biological Sequestration Actions			
	CATEGORY I – SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION	MMT CO₂e 2025	C/E?*
BIOSEQ-1	Reduce wildfire risk by creating a market for woody biomass from forests.	3.2	Y
BIOSEQ-2	Consider GHG effects in farm and forest land use decisions.	0.6	Y
BIOSEQ-3	Increase forestation of underproducing lands.	0.5	Y?
	CATEGORY II: OTHER IMMEDIATE ACTIONS		
BIOSEQ-4	Expand the application of water-erosion reducing practices for cereal production.	0.2	Y?
BIOSEQ-5	Leverage the Conservation Reserve Program (CRP) to expand reserved acreage.	0.2	N?
BIOSEQ-6	Establish a municipal street tree restoration program.	less than 0.1	N

** Cost-effective to consumer over measure lifetime? (This does not include whether it is cost-effective considering the projected effects of global warming)*

MATERIALS USE, RECOVERY AND WASTE DISPOSAL ACTIONS FOR REDUCING GREENHOUSE GASES

This discussion evaluates actions relative to a common baseline and independent of other measures. The table below lists the measures that are recommended by the Advisory Group. A few of the measures in Figure 3 have been restated by the Governor’s Advisory Group. The state’s “solid waste management hierarchy” (ORS 459.015) ranks the preferred order of waste management options as follows:

1. Prevention/reuse
2. Recycling
3. Composting
4. Energy recovery
5. Landfilling

Information sources used to evaluate specific measures include waste composition studies, existing policy documents and feasibility studies, reports from evaluation of existing programs in Oregon and elsewhere, and in some cases, estimates informed by professional judgment.

Because measures interact, CO₂ savings cannot be added. Refer to the graph on page 8 for the cumulative impact of measures.

Materials Use, Recovery And Waste Disposal Actions			
CATEGORY I – SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION		Reductions in GHG Emissions in MMTCO₂E	C/E?*
		2025	
MW-1	Achieve the waste generation and recycling goals in statute.	5.2	Y
MW-2	DEQ should develop guidance to clarify alternative final cover performance at larger landfills: Demonstrate control of gas emissions comparable to geomembrane cover.	0.53	N
MW-3	Provide incentives for larger landfills to collect and burn minimum percentage (65 percent to 80 percent) of methane generated.	@65 percent: 0.47 @80 percent: 0.88	N
CATEGORY II – OTHER IMMEDIATE ACTIONS			
MW-4	Provide incentives to increase salvage of reusable building materials.	0.02	Y
MW-5	Increase the “Bottle Bill” redemption value from 5-cents to 10-cents <u>and</u> expand the “Bottle Bill” to all beverages except milk, including juice, water, liquor, wine, tea and sports drinks; and consider alternative redemption methods.	0.05	?
MW-6	Develop statewide recovery infrastructure for consumer electronics waste, with shared responsibility among producers, retailers, NGOs, and government.	0.03	?
MW-7	Change land use rules to allow commercial composting on land zoned High Value EFU (exclusive farm use).	less than 0.01 ¹	Y
MW-8	Increase public awareness to discourage on-site burning of garbage, especially fossil-carbon materials.	0.02	Y
MW-9	Continue landfill regulation with additional reporting and analysis.	Unknown	Y
MW-10	Evaluate methane emissions from closed landfills and options to reduce such emissions.	Unknown	?

* Cost-effective to consumer over measure lifetime? (This does not include whether it is cost-effective considering the projected effects of global warming). Measures with savings 0.25 MMT CO₂e or more in 2025 are Priority I Measures.

† Actual reductions over time could be several times higher than shown, depending on the measure and the details of implementation. Most of the greenhouse gas benefit of these measures is associated with reducing methane generation at landfills; for the dry landfill that accepts most of the Metro area's waste, methane generation occurs up to 150+ years following disposal, so the majority of emissions offsets occur after the 2015 and 2025 time horizons of this project.

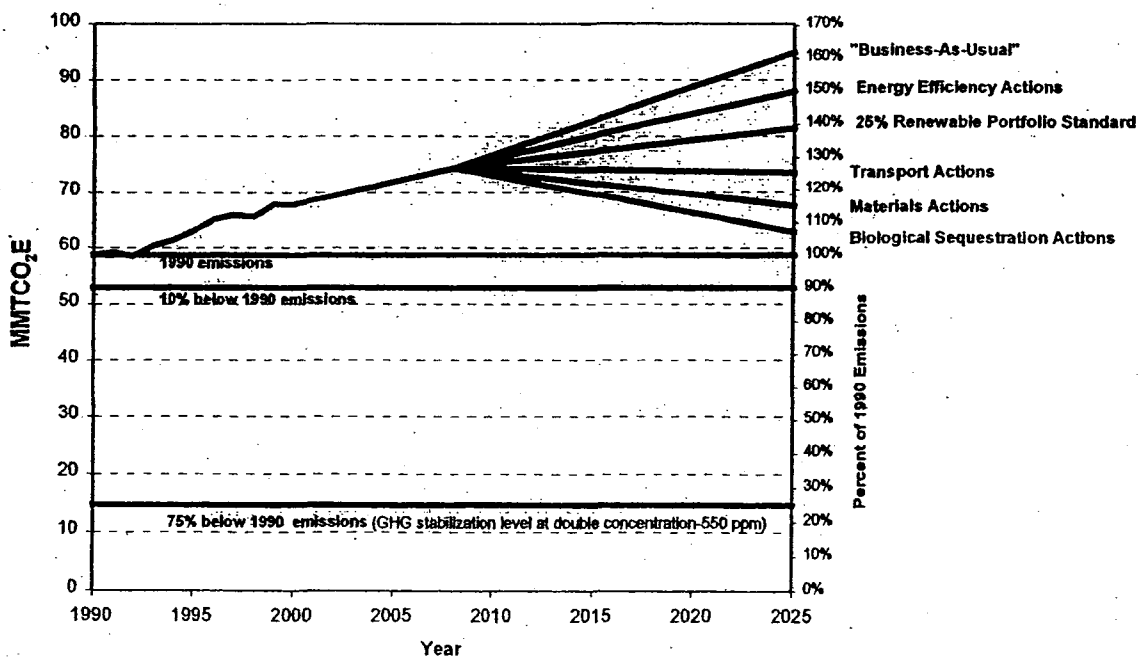
GOVERNMENT OPERATIONS ACTIONS TO REDUCE GREENHOUSE GASES

GOV-1	State agencies should use their agency Sustainability Plans as the tool for agencies' dynamic involvement in GHG reductions. Operational activities in the areas of electricity, natural gas, transportation, waste and water will be the focus for reduction opportunities.
GOV-2	Through a collaborative effort, the departments of Energy, Environmental Quality and Administrative Services should develop a process to educate agency personnel about opportunities for GHG reductions including how to set goals and calculate GHG reductions.

CUMULATIVE SUMMARY OF ALL ACTIONS TO REDUCE GREENHOUSE GASES

Emissions are expressed as million metric tons of carbon dioxide-equivalent (MMT CO₂E) in the left vertical axis from 1990 through 2025.

Historic and Forecast Greenhouse Gas Emissions in Oregon and Estimated Cumulative Reductions from All Measures in Sequence



SECTION 2: VISION -- OREGON ACTS ON GLOBAL WARMING

2.1 Principles

The Advisory Group began with the following principles to guide our selection of goals and measures to reduce Oregon's greenhouse gas emissions:

- A. Oregon's greenhouse gas (GHG) reduction goals and solutions must be meaningful, firmly grounded in science, and lead to effective reductions in Oregon's greenhouse gas emissions, commensurate with our share of the larger global problem.
- B. We will begin with the most cost-effective solutions first.
- C. To the fullest extent possible, Oregon's actions should be designed to serve both the long-term economic well-being of the state and the goal of climate stabilization.
- D. We recognize that there are always tradeoffs between a long-term investment strategy and near-term costs and cash flow. Oregon can and should be a leader - but we can't get so far ahead that Oregon's businesses are not competitive in the short-term. We will need some safety valves to relieve short-term competitive pressures if others aren't living up to their responsibilities along with us.
- E. We create long-term economic well-being with an "investment strategy" that buys us efficiency savings, new technologies, energy price stability and a competitive edge in marketing – and profiting from – the tools we develop and the lessons we learn.
- F. We won't take actions that impair energy reliability.
- G. We will look for ways to support innovation, especially if it leads to marketable products and services.
- H. We will partner with other states, Canadian provinces, tribal nations, and other nations, where doing so will enhance the effectiveness of our actions and their co-benefits for Oregonians.
- I. We know that reducing our greenhouse gas emissions won't eliminate the need to adapt to the warming climate that will result from changes already fixed in the atmosphere. We must develop an adaptation strategy next.
- J. We are committed to equity in allocating both costs and benefits of this enterprise.

November 17, 2004

The Honorable Stuart Foster, Chair
Oregon Transportation Commission
355 Capitol St. NE Room 101
Salem, OR 97301-3871

Dear Chairman Foster:

During the past several months, Metro has participated in a number of activities related to proposed new rulemaking for the Oregon Transportation Planning Rule (TPR). These include Senator Metzger's working group, the TPR metropolitan planning stakeholder interviews and the joint LCDC and OTC transportation committee meetings.

At the most recent joint meeting you asked for input on the TPR rulemaking, and in particular, how the recent Jaqua vs. City of Springfield ruling affects transportation planning efforts. Metro agrees that the Jaqua ruling and other suggestions from your TPR stakeholder interviews merit a "tune-up" to the TPR, as recommended in a recent memo from LCDC staff. This will enable the TPR to be streamlined and updated, while leaving most elements of the rule intact as a foundation for regional and local planning purposes.

Metro will continue to participate in the TPR review, and submit more detailed comments from JPACT and the Metro Council on any rulemaking that takes place as a result of this review. Metro will also be monitoring legislative activities related to the TPR, and advocating a similar minor "tune-up" on that front, should legislation be proposed.

In the Metro region, the acknowledged 2000 Regional Transportation Plan (RTP) exceeds many of the TPR provisions, but the rule still functions as an important backstop for our adopted plans. To this extent, we do not support changes to the rule that would weaken the following key elements of the RTP.

- **Level of Service Policy** – the Metro region adopted a graduated level of service policy in 2000 that balances mobility needs and funding realities. Unrealistic standards would have produced \$14 billion in road projects over 20 years, compared to \$1.5 billion in available capital during the 20-year planning period. The new policy maintains mobility on major freight corridors, while relying on travel alternatives in major commute corridors. The resulting road improvements needed to implement the policy total just over \$4 billion over 20 years, and are part of a more multi-modal transportation system that has broad land use and air quality benefits for the region.

Metro needs the TPR provisions that give Metropolitan Planning Organizations (MPOs) the authority to adopt comprehensive level of service standards for metropolitan areas. For the Metro region, this provision prevents the adoption of local, potentially conflicting

policies by the dozens of overlapping state and local transportation providers here, and ensures a consistent approach to road sizing for the major routes that often span these jurisdictional boundaries.

- **Parking Policy** – Parking minimum and maximum standards were adopted by Metro in 1996, and have since been incorporated into local codes for the 24 cities and three counties in the region. The policy is driven by a desire to reduce the construction of excess parking in an effort to minimize land consumption – particularly in mixed-use centers. A second component of the parking policy is to develop large parking lots with “street-like” features, such as curbs, sidewalks, street trees, with the goal of allowing parking lots to gradually infill over time with new structures. Several major parking lots have been successfully developed with these features in recent years, including the Jantzen Beach and Eastport Plaza redevelopments, Gresham Station, and a number of other large sites. These successes demonstrate that the TPR parking provisions are both attainable and effective, and should be retained in the rule without major changes.
- **Street Connectivity** – Metro’s Livable Streets program also included a street connectivity study that demonstrated the close relationship between poorly connected local street systems and resulting congestion and delay on adjacent major streets. This study led to new regional connectivity standards in 1996 for new residential and mixed use developments, with maximum street spacing of 530 feet, and limits on cul-de-sac length of 200 feet. These standards have since been adopted in local plans and codes across the region. The TPR provisions and state Local Street Guidelines provide an important foundation for these regional standards.
- **New Throughways** – In response to the 2040 Growth Concept, and subsequent update to the Regional Transportation Plan (RTP) in 2000, four strategic new throughways were identified to ensure mobility in rapidly growing areas of the region. These include:
 - Tualatin Valley Highway
 - I-5 to 99W Connector
 - McLoughlin/224 Corridor
 - Sunrise Corridor

The Tualatin Valley Highway and McLoughlin/224 corridors represent consolidation projects, where the RTP calls for improving mobility on existing highways through incremental access consolidation and interchange improvements. The I-5 to 99W Connector and Sunrise Corridor project represent new facilities that would replace existing state routes. All four projects require a corridor refinement plan under the Transportation Planning Rule. For these, and other, major travel corridors, the TPR provides a critical forum for identifying major corridor improvements as part of the regional planning process.

- **Mode Targets** – The 2000 RTP employs an alternative strategy for addressing the TPR requirement to reduce per capita vehicle miles traveled (VMT/capita). The Metro region uses a series of 2040 mode targets that are based on land use types and expected non-auto

travel patterns that will result from the 2040 Growth Concept. For each land use type, the mode target consists of the combined transit, walk, bike and shared ride travel as a portion of overall travel. Metro recently received a TGM grant to explore additional strategies for reaching the targets, and to better measure the effectiveness of these strategies at meeting the targets. The study may result in recommended fine-tuning of the TPR in order to best support any needed changes to the regional policy on modal targets.

- **Street Design Program** – Metro’s Livable Streets program was developed in 1996 as a strategy to retrofit existing major streets and construct new streets to meet the modal demands of the 2040 Growth Concept. This marked the first time that land use plans were used to define street design details. Metro published “Creating Livable Streets” to promote the new policy, and has also implemented the program with more than \$20 million allocated to over a dozen “boulevard” retrofit projects across the region. Metro relies in the TPR provisions for promoting travel options as an important foundation for these street retrofit improvements that add transit, pedestrian and bicycling facilities to existing routes.

ODOT Incentives for Regional Planning

The recent state review of metropolitan planning also reports that the Metro region is the only one of six federally recognized metropolitan areas in the state to adopt a coordinated land use and transportation strategy that satisfies the TPR. While this is due, in part, to Metro’s unique regional planning authority, the reality is that our policies are largely developed through regional consensus, and enacted through local ordinances. We believe that the other MPOs could be encouraged to find consensus without a structure like Metro if transportation funding incentives were provided by ODOT.

For example, Metro has actively used federal flexible (STP) and CMAQ funding to promote transportation projects that provide travel options to driving alone. More than \$25 million has been allocated annually from these sources since the mid 1990s to fund transit, pedestrian, bicycle, demand management, transit-oriented development and boulevard projects.

We propose that a similar strategy be used to encourage other MPOs in the state to adopt coordinated regional land use and transportation plans like that in place in the Metro region, and called for in the TPR. ODOT could allocate flexible funds at the state level to similar projects when they occur in an MPO area that has completed a coordinated regional plan, providing an important incentive to MPOs that would represent a modest share of the State Transportation Improvement Program (STIP). We encourage the LCDC and OTC to explore this concept as part of the current joint subcommittee discussion.

State Role in Greater Metro Area Planning

Metro has worked to achieve Area Commission on Transportation (ACT) status with the Oregon Transportation Commission over the past two years, without success. While we believe that we can effectively communicate on many ACT issues without being recognized as such, we also see a need for the LCDC and OTC to step up involvement in regional planning issues that extend

beyond federal MPO boundaries. Two examples include the greater Metro region, where our travelshed includes many cities located outside our planning boundary, and the Corvallis-Albany-Lebanon triangle, where the cities are linked by disparate employment and housing opportunities, placing a growing strain on transportation facilities.

Metro does not advocate for extensive rulemaking on this front as part of the TPR update. Instead, we support a new provision for consultation among agencies that share a daily travelshed, with ODOT and DLCD staff convening stakeholders for this purpose. We also support a separate, larger examination of whether a “Valley Goal” is needed to better evaluate the incremental effect of individual urban growth boundary and transportation project decisions on the long-term urbanization of the Willamette Valley.

Thank you for the opportunity to comment on your current efforts to update the TPR. We look forward to continued participation and comment as rulemaking and legislation proceeds.

Sincerely,

David Bragdon
President, Metro Council

Rod Park, Metro Councilor
Chair, JPACT

CC: Metro Council
JPACT
Bruce Warner, ODOT Director
Matt Garrett, ODOT Region 1 Manager

MTIP Public Meetings - Attendance

Elected/appointed officials in attendance at MTIP 2004 public comment meetings:

MEMBERS IN ATTENDANCE	METRO 10/25	ORE CITY 10/26	GRESHAM 10/27	BEAV 10/28
<u>JPACT MEMBERS</u>				
Rod Park, chair	X	X	X	
Rex Burkholder, vice chair	X			
Rod Monroe	X			
Maria Rojo de Steffey	X		X	
Karl Rohde	X	X	X	
Bill Kennemer		X		
Rob Drake				X
Larry Haverkamp (ill)				
Matthew Garrett	X		X	
Stephanie Hallock				
Roy Rogers				
Jim Francesconi				
Fred Hansen				
<u>JPACT ALTERNATES</u>				
Robin McArthur	X	X		
James Bernard		X		
Lonnie Roberts				
Tom Brian				
Vera Katz				
James Kight				
Lou Ogden				
Neil McFarlane				
Paul Slyman				
Andy Ginsburg				
Annette Liebe				
<u>METRO COUNCIL</u>				
David Bragdon				
Rod Park	X	X	X	
Brian Newman		X		
Rex Burkholder	X			
Rod Monroe	X			
Carl Hosticka				
Susan McLain				
<u>OTC</u>				
Gail Achterman	X			

MTIP Public Hearing
Portland – Metro Council Chambers – October 25, 2004

Panel Members Present:

Matthew Garrett, representing Oregon Department of Transportation (ODOT - Region 1)
Councilor Rod Park, representing JPACT and the Metro Council.
Councilor Karl Rohde representing JPACT and the Cities of Clackamas County.
Commissioner Gail Achterman, representing the Oregon Transportation Committee (OTC)
Andy Cotugno, Metro Staff
Renee Castilla, Metro Staff

Lenny Anderson, Project Manager, Swan Island TMA, 4567 N. Channel Ave. Portland, OR 97217 presented three letters to the MTIP Panel: Adidas, Overlook Neighborhood Association and US. Coast Guard (included as part of this meeting record). Mr. Anderson stated that he is the Project Manager for the Swan Island Transportation Association and was a member of the Governor's I-5 Task Force. He expressed his support for TO 8052, TO 0002 and TO 0003. He compared the RTO funding category to the freight category and stated that the strategy of Transportation Management Areas (TMAs) are to help move people around without driving which makes more room for freight. He stated that for every two single occupancy vehicles that a TMA can get off of the roads makes room for one semi-tractor trailer trip. He said that his TMA receives part of its funding from the Regional Travel Options (RTO) program. He said that approximately 1/3 of his annual budget comes from the RTO program while the other 1/3 comes from the businesses on Swan Island including Freightliner, UPS, among others. He said that the businesses contribute towards the TMAs because they understand that a TMA helps people get to work without using a car, because instead people can use transit, car pools or bicycle. Mr. Anderson also expressed his support for the Waud Bluff Trail, which is competing for Transportation Enhancement funds.

Mayor Eugene Grant, City of Happy Valley, 11311 SE Charview, Happy Valley, OR 97015 asked for the support of the Metro Council and JPACT on two MTIP projects. He presented a letter for the record regarding RC7000 SE 172nd Avenue Phase 1: Sunnyside Road to hwy 212 and PL5053 Multi Use Master Plans that includes the Scouter's Mountain and Mt. Scott Trails and the Project BK1009 Springwater Trail Gap.

Matthew Garrett stated that Sunrise has long been at the top of Clackamas County's priorities. He said at the present time there is approximately \$20 million dedicated to Sunrise Corridor through various pots of money.

Councilor Rod Park stated that he understood from Metro Staff that the Sunnyside project was tied for 4th based upon the economic piece being in the RSIA category. He said that there is still the ongoing debate about what construction would be allowed in an RSIA area.

Mayor Grant stated that the intention was to swap RSIA in one location for another so that there is still no net loss of RSIA. He said they are requesting that the location be used for a combination of RSIA and biomedical type use.

Andy Cotugno stated that the STIP allocates \$8.75 million to Sunnyside Road. He asked Mayor Grant what project was of higher priority for Happy Valley.

Mayor Grant responded that Sunnyside Road was a higher priority for Happy Valley than RC7000 SE 172nd Avenue Phase 1: Sunnyside Road to hwy 212.

Dan Lerch-Walters, 2174 NE Multnomah, Portland, OR 97232 expressed his support for PL5053 Multi Use Path Master Plans, particularly the Sullivan's Gulch Trail. He stated that he lives on Sullivan's Gulch Trail and is an avid bicycle commuter. He said that currently he has to use surface streets over to the steel bridge and it is often dangerous as he has to cross the MAX tracks and often times must use the sidewalks, as it is safer. He said that to have a bike trail running along Sullivan's Gulch trail uninterrupted and without the concerns of traffic and cross lights would greatly increase the amount of bicycle commuters. He said that in order to get people to use alternative transportation, it is important to be able to get them from one side of town to the other safely. He said that the neighborhood community supports trail and it would be an excellent opportunity for the region to increase its bicycle options.

Matthew Garrett asked Mr. Walters if they had been communicating with the City of Portland regarding their project.

Lynne Coward, 1427 NE 17th Ave., Portland OR 97232, Land Use Chair of Solomons Gulch, just in the last year 102 new units have gone into the neighborhood and there is between 18 and 34 more units in the works. She said that they had been in touch with the City of Portland and someone from their Planning Bureau came out to speak to them, however, they have not heard anything further. She said that they received a grant to do a study about a proposed trail for Sullivan Gulch through Portland State University and that was completed last year.

Dan Lerch-Walters replied that the City of Portland has not yet offered their support of the project.

Matthew Garrett stated that there is a large need for this type of investment. He said that the current round of applications for TE funds is about \$80 million, however if they have less than 1/8 of that to allocate. He recommended that the Neighborhood Association increase their level of communication with the City of Portland in order to put the project on their priority list.

Lynn Coward stated that all five-neighborhood associations on both sides of the gulch are in favor of a gulch trail.

Andy Cotugno stated that the planning for the Sullivan's Gulch Trail could begin if project number PL5053 Multi Use Path Master Plans is approved. He said that PL 5053 includes the Sullivan Gulch Trail.

Kelly Bruun, 3636 SE 20th, Portland, OR 97202, expressed his support for BD 3169 Burnside Street: Bridge to E. 14th (PE only). He said that 12th, Sandy has always been problematic, and there has not been any improvement done to that intersection in 40 years with any source of

outside funds. He said that funding the project would change their feeling of being ignored and would provide a great opportunity for improvements along Burnside. He said that it is important to the City because their district provides jobs and housing and it minimizes the impact on the transportation system because they can provide affordable housing close to jobs. He said that he is asking for funding to construct a needed transportation project. He also stated that the project would remove the westbound traffic from Burnside and it would revitalize the entire area and would encourage further development by providing for streetside parking and wider sidewalks. He said that the project includes traffic signals at every intersection as well as bike lanes. He further stated that if the project were funded he would encourage an extension of the urban renewal district to incorporate the intersection at 12th and Sandy.

Andy Cotugno asked where the current boundary ends.

Kelly Bruun stated that north boundary ends just before the intersection and with the expansion of the urban renewal district, it would encompass the intersection at 12th and Sandy, over to Couch Street.

Randy Dagal, Lents Body Shop, Inc., 9038 SE Foster Rd., Portland OR 97266 and Lents Urban Renewal Advisory Committee presented a letter to the panel (included as part of this meeting record) and urge support of a TE project: 92nd Ave. Ped/Bike.

Matthew Garrett stated that there is a bike bridge and a bike path that runs along the I-205 corridor.

Randy Dagal stated yes there is a bike path but it stops about a 1/4 to a 1/2-mile from Holgate. He stated that there are heavy development plans for 92nd and Foster with high-density development including affordable housing. In addition he said that little league baseball program would soon be moved to Lents Park.

Thomas Ebert, Citizen, no address given, stated that he attended the MTIP meeting more to observe than to comment, although he would like to urge support of BK4011 Marine Drive Bike Lanes and Trail Gaps: 6th Ave. to 185th. He commented that the information regarding the MTIP meetings and how they would be ran was somewhat unclear and he was not sure as to what to expect when he arrived. He said that if information was available that explained how the meeting would operate would be useful. In addition he would recommend having easier access to the project information.

Emily Simon, 26 NE 11th, Portland, OR 97232, expressed her support for project BD 3169 Burnside Street: Bridge to E. 14th (PE only). She said that she is Co-Chair of the Neighborhood Association Committee for Land Use and as part of that role she has been active in the conversations regarding the Burnside/Couch planning implementation study for the last two years. She stated that she also happens to own a business at 11th and Couch and so is witness to the horrid intersection at 12th/Sandy/Burnside. She said that the reason that she is speaking and asking for funding of the project is that BD 3169 effects transportation at every level including pedestrians, bicycles, bus access and automobiles. She said that the current configuration of the intersection is not consistent with the RTP or TSPs that include pedestrian and transit user

elements. She concluded that all of the neighborhood associations as well as the small business owners and users of the area urge that the project be funded.

Danielle Cowan, City of Wilsonville, 30000 SW Town Center Loop E, Wilsonville, OR 97070, expressed her support of FR6086 Kinsman Road extension: Barber to Beockman. She said that Kinsman Road is in their major industrial. She said that freight haulers spend a lot of their time journeying because they cannot simply go North and South. She said that the only direct north and south route in Wilsonville is I-5. She said that the City of Wilsonville couldn't move forward with the development of large acres of commercial and industrial land because there is a capacity issue at the Wilsonville Road interchange. She said that not only can the City of Wilsonville work to expand those acres, companies that are in place such as Coca-Cola cannot expand their facilities either. She said that all of the Cities of Clackamas County have given their support for the project. She also stated that the project addresses all of the criteria for freight projects that would create jobs and help with economic development. She said that they have strong community support of the project with the urban renewal district in place as well as special business SDCs and special assessments.

Carlotta Collette, 3905 SE Johnson Creek Blvd., Milwaukie, OR 97222, expressed her support for the RR 5037 Lake Rd: 21st to Hwy 224 project. She said that the project would provide sidewalks, bike lanes, reconstruction as well as a greenstreet environment. She said that they have received matching grants from Safe Routes to School funding from Congressman Earl Blumenauer. She expressed her support for PD 5054 Milwaukie Town Center: Main/Harrison/21st. She said that the project would assist with their large town center creation and redevelopment and that the funding would match money that developers are contributing and would go towards the repair of sidewalks and ADA accessibility issues. Ms. Collette expressed her support for RR 1012 Sellwood Bridge Replacement. She said that the condition of the bridge makes for a huge gap in the Springwater Corridor. She concluded her statement by expressing support for BK5026 Trolley Trail: Arista to Glen Echo.

Mayor Lehan, City of Wilsonville, no address given, expressed her support for the Wilsonville Road/ I-5 Interchange project. She said that the request to the STIP was for \$14.5 million and it is a \$22 million project. She said that ODOT has identified the project as a needed improvement for the south I-5 area. She said that the City of Wilsonville in their 2003-04 adopted budget has allocated \$3.5 million and previously allocated \$3.7 million towards the project in 1995. She said that the City can no longer continue the levels of expenditure for a federal facility and would need the assistance of regional and state partners to participate as well. She said that the project meets all of the criteria set forth and it would remove major transportation barriers including short ramps and poor site lines. She said that in addition, the improvements would open up a number of acres of industrial land to development that is currently constrained due to capacity issues.

Matthew Garrett stated that the project is not without merit and that during the selection process for the \$100 million MOD category it was identified as a needed project and placed on the states tier two lists. He said that it is their hope that they will be able to get to tier two in the near future. He asked the Mayor of the project was a phased project and if she has requested the support of Clackamas County.

Mayor Charlotte Lehan replied that it is a phased project and construction has moved forward as often as the City is able to do on their own.

Ann Gardner, no address given, member of the Northwest Industrial Neighborhood Association, member of the Cities Freight Advisory Committee and employee of Schnitzer Investment Company expressed her support for the freight projects included on both the MTIP and STIP. In particular she expressed her support for FR 4087 N. Ledbetter Extension: N. Bybee Lake Ct. to Marine Dr. She said that the project would serve industrial lanes and is an important part of the freight infrastructure. She also expressed her support for RR 1053 Naito Parkway: NW Davis to NW Market and RR 1012 Sellwood Bridge Replacement: Type, Size and Location Study.

Bill Maris, no address given, stated that he has been active in freight transportation in the Portland Metropolitan area for a long time. He is a licensed CPA in Oregon and Hawaii and in fact earns much of his money by relocating businesses out of Oregon. He expressed his support for the freight projects listed on both the MTIP and STIP lists and stated that it was important to increase the movement of freight through the region. He also recommended that JPACT consider direct business participation on their committee.

Matthew Garret asked for further explanation of why businesses were relocated out of Oregon.

Bill Maris responded that part of the issue is congestion, misconception of Oregon's tax structure and a misconception Oregon's political system.

Councilor Karl Rohde stated that they had heard from TMA supporters. It was said that the MTIP should support the RTO program because it supports TMAs. He said one of the arguments given was that the RTO projects are actually freight projects because 90% of traffic on Swan Island is non-freight. Further, by funding the alternative transportation projects it would free up space on the existing system and would allow more freight movement. He asked Mr. Maris agreed that TMAs have the ability to reduce road congestion.

Bill Maris stated that TMAs are applicable in limited areas. He explained that as a CPA, the concept of bringing people to work in mass and taking them out on mass simply does not work for very many places, particularly where there are small to medium sized businesses. For large business, it can also be difficult because there are very many people working completely different hours especially if there is overtime involved. He said that TMAs should be applied to very specific locations, i.e. Swan Island. However, to take that money away from other infrastructure where there may be more economic horsepower would not be something that he would recommend.

Matthew Garrett stated that it was important to manage the peak travel times appropriately in order to allow freight to move.

Ann Gardner stated that the Portland Freight Committee was thin on data available to study travel demands, congestion and results to freight. She suggested that Metro Council begin having substantial conversations in order to bring interested parties together.

Bill Maris stated that any committee begun needed to be very advisory and very freight oriented.

Wayne Kinglsey, 110 SE Caruthers St. Portland, OR presented a statement to the MTIP Panel, (included as part of this meeting record). He expressed support for Project No. RR1053 Naito Parkway: NW Davis to SW Market.

Bob Short, address unknown, expressed support for RR 1012 Sellwood Bridge Replacement. He said that the bridge is important to the regional freight distribution network. He said that with no crossing at the southern location makes for a lengthy corridor. He said that the Sellwood Bridge is important and that it assists in the movement of goods, not to mention the traffic flow into the central core of the region.

Mike Rossman, 719 NE Roberts Ave., Gresham, OR 97030 expressed his support for all of the TOD projects. He presented a letter and photographs (included as part of this meeting record).

Matthew Garrett asked how much money has the TOD projects leveraged.

Mike Rossman replied that so far the contribution of \$700,000 of TOD money has leveraged \$13 million in projects.

Councilor Rod Park asked how much for the Central Point project.

Mike Rossman stated that for \$60,000 of TOD money, it has leveraged a \$2.6 million project.

Lee Johnson, Jet Delivery Systems, 6225 NE 112th Ave., Portland, OR 97220 expressed his support for Project No. RR1053 Naito Parkway: NW Davis to SW Market.

Jim Kavtz, 2929 E. Burnside, Portland, OR 97214 expressed his support for BD 3169 Burnside Street: Bridge to E. 14th.

Brad Halverson, 4227 N. Court Ave., Portland, OR 97217 expressed his support for RR1012 Sellwood Bridget and BD1260 Killingsworth: Minnesota to MLK. He also expressed his support for the Waud Bluff Trail that is competing for TE funding. He explained that the trail is at the north end of Swan Island towards UPS and it keeps local neighbors and employees from having to drive.

Michael Powell, 500 NE Multnomah, #100, Portland, OR 97232 expressed his support for TR1106 Eastside Streetcar. He explained that the streetcar funding is to continue funding for strategy and implementation as well as investment and redevelopment. He stated that the streetcar currently carries over 2 million passengers a year and would soon be expanding to River Place and Macadam. He also expressed support for BD3169 Burnside: Bridge to E. 14th. He said that the project would provide for a safer pedestrian environment.

John Wiebke, City of Hillsboro, ask for support of Project No. BK3012 Rock Creek Trail: Orchard Park to NW Wilkens. He said that the project is an extension of the current Rock Creek

Trail, east of Hillsboro and north of the Sunset highway through business parks and industrial sites connecting to Orchard Park. He said the proposed project would complete the length and provide access to the Thomas Station planning area. He also stated that the project has a 40% match by the City of Hillsboro. He stated that the MTIP money would provide for Preliminary engineering and design work. The project is consistent with the 2040 concept and is an important link to the system of trails.

Charlotte Gallagher, 222 SW Columbia #1650, Portland, OR 97201, expressed support for the TOD programs. She said that she was a lender to all three projects for the first TOD projects and the Civic Station project was the largest loan her bank has ever funded. She said that because the projects are usually a higher cost to develop, having a public partner greatly enhances her ability to "sell" the loan to her bank.

Councilor Rod Park asked if Ms. Gallagher thought that the TOD program was still needed to buy down rates.

Charlotte Gallagher stated that TOD projects are still cutting edge enough that many of the banks are still hesitant in loaning funds.

Tom Kemper, 707 SW Washington #1501, Portland, OR 97205 expressed his support for the TOD projects. He said that he is responsible for a couple of TODs, including Commons and Cascade Crossings. He said that the Center Commons project almost did not happen because there was a gap in the funding. He said that he is currently working on two major mixed used projects. One, a Milwaukie Project, is converting the Old Safeway Site into 97 units of housing with 9000 feet of retail. He said that 64 would be apartments with the remainder being townhomes. He further said that there has been a series of gap funding sources including the State of Oregon, the City of Milwaukie and Metro, and without the funding from Metro they would not be able to move forward. He said that the second project is on Killingsworth and he indicated that PDC is also a partner. However, the TOD funds from Metro are critical to the project. Mr. Kemper accorded thanks to the TOD staff who he said was extremely knowledgeable and helpful.

Sue Safford, 809 SE Umatilla St. Portland, OR 97202, urged support for Project No. RR1012 Sellwood Bridge replacement. She stated that the Sellwood Bridge is important to the neighborhood and the ability to continue to move traffic and freight along Tacoma. She indicated that the Sellwood Bridge is the busiest two-lane bridge in the state.

Councilor Karl Rohde stated that a previous study for the Sellwood Bridge indicated that the bridge should remain two lanes with added space for bike lanes and sidewalks. He asked if the neighborhood Association had determined what type of uses they wanted to see on the Sellwood Bridge.

Sue Safford replied that the neighborhood association had not yet taken a position. However they supported the results of the S. Willamette Study Strongly.

Harriet Cormack, 1616 SW Harbor Way, Portland, OR 97201 expressed her support for Project No. RR1053 Naito Parkway: NW Davis to SW Market. She stated that the project would assist with the increase of traffic flows that link into existing and future pathways.

Paddy Tillet, 320 SW Oak St, #500, Portland OR 97204 also expressed his support for Project No. RR1053 Naito Parkway: NW Davis to SW Market. He said that parts of Naito Parkway are boarded by parking lots and that redesigning Naito Parkway would turn inactive parking lots into housing and restaurants. He further stated that that redesigning Naito Parkway would improve the ability for people to cross the street in the downtown making for safer passage.

Ron Swaren, 1543 SE Umatilla, Portland, OR 97202, expressed his support for Project No. RR1012 Sellwood Bridge Replacement. However, he cautioned that he did not want to see a big highway coming through the Sellwood neighborhood. Further, to alleviate the prospect of this, he stated that he would like to see Clackamas County step up and address the issue of the large amount of Clackamas County residents crossing into Washington County.

Chris Hathaway, 811 SW Naito Parkway, #120, Portland, OR 97204 expressed his support for Project No. RR1053 Naito Parkway: NW Davis to SW Market. He stated that the Waterfront Park is becoming a huge part of the downtown lifestyle. He said that a number of citizens using the area to walk and run and the reconstruction project would add western sidewalks and would address the safety concerns currently in place. He said that in the summer many people are forced to walk along the road putting them in a dangerous situation.

Paul Verhoeven, 108 W. Burnside, Portland OR 97209, expressed support for Project No. BD3169 Burnside: Bridge to E. 14th. He said that he sits on the citizens advisory committee and they are in support of any project that would improve the pedestrian access and the traffic flow through the area.

Gregg Everhart, Portland Parks and Recreation, 4014 SE Taylor St., Portland OR 97214, expressed her support of all of the trail projects listed for funding. She provided brief descriptions of each trail project to the committee.

John Wolz, 2207 NE Broadway #300, Portland, OR 97232 representing the Irvington Neighborhood Association, expressed their support for Project No. PL5053 Multi-Use Master Plans: Sullivans Gulch Bicycle Trail. He said that the neighborhood association unanimously endorsed the project and has been trying to see it constructed for several years. He stated that cycling is a healthy activity and is cleaner than automobiles and buses.

Lou Harrison, General Manager, Wentworth Chevrolet/Subaru, 107 SE Grand Ave., Portland, OR 97214 expressed her support for Project No. BD3169 Burnside: Bridge to E. 14th. She stated that Wentworth Chevrolet had just invested over \$2 million in their business and the improvements on Burnside are important to their business. She said that the project would remove westbound traffic from Couch and would allow left hand turns making it much easier for customers to get to their facilities. In addition, the improvements would enable them to start using another piece of property they own as well.

Councilor Susan Stone, Milwaukie City Council, no address given, expressed support for Project No. RR5037 Lake Road: 21st to Hwy. 224 and presented a statement to the panel (included as part of this meeting record).

Councilor Joe Loumis, Milwaukie City Council, no address given, expressed support for Project No. RR5037 Lake Road: 21st to Hwy. 224. He stated that there were three schools in the area and further within a mile radius of each school, the district does not provide transportation because of the dangers of Lake Road. He said that any pedestrian or bicycle traffic must share the shoulder of the road with buses and cars.

Councilor Larry Lancaster, Milwaukie City Council, no address given, expressed support for Project No. RR5037 Lake Road: 21st to Hwy. 224. He stated that it came as a pleasant surprise to find that Congressman Earl Blumenauer was able to earmark \$3 million for the project. However, they are still \$1.9 million short to complete the project and need the additional funding. He stated that the school district uses the road heavily, as there are three schools all within a mile radius. He stated that the MTIP money would assist them in completing a project that would create a multi-modal link between regional centers.

Alice Rouyer, City of Milwaukie, 6101 SE Johnson Creek Blvd., Milwaukie, OR 97206, also expressed support for Project No. RR5037 Lake Road: 21st to Hwy. 224. She further expressed strong support of the Metro Urban Centers TOD project. She said that the TOD program has been very helpful to the City of Milwaukie and has enabled them to get their North Main Project off of the and assisted them in obtaining a community investment fund loan.

Tom Markgraf, Office of Congressman Earl Blumenauer, 729 NE Oregon St #115, Portland, OR 97232 presented a letter into record from Congressman Earl Blumenauer (included as part of this meeting record). He also expressed support for the City of Milwaukie TOD project and Project No. RR5037 Lake Road: 21st to Hwy. 224. He said that the Congressman was successful in earmarking \$3 million to the Lake Road project. He also stated that the project makes a huge difference to a lot of people and a huge difference to a lot of children as they go on their way to school. He further expressed support for Project No. TR1106 Eastside Streetcar.

Kevin Cavanaugh, 3435 NE 45th #J, Portland, OR 97213, expressed his support for the TOD projects and presented a letter to the MTIP panel (included as part of this meeting record).

Councilor Rod Park asked what investment has the TOD program enabled Mr. Cavanaugh.

Kevin Cavanaugh replied that the TOD project has leveraged a \$2 million project.

Thad Collins, UPS, 6707 N. Basin Ave., Portland, OR 97217 with UPS, expressed his support for a TE project: Waud Bluff Trail. He said that the Waud Bluff Trail would provide another means for his employees to get to and from work other than car pools. He said that the Waud Bluff Trail provides for an excellent means of access to the island. He said that in the past when there had been issues with Goins Street, employees had to use the trail. Further, UPS hires a lot of people from the St. Johns community and the trail would enable them to have another route to work. Further, UPS is a large hirer of part-time employees. They currently provide 750 jobs that

are part-time but include up to \$23000 for education after being employed with UPS for 4 years and full benefits. He explained that more members of his female staff would use the trail if it were properly lighted.

Amy Stork, 6325 N. Albina, Portland, OR 97217 expressed her support for Project No. PL1017 Willamette Shoreline: South Waterfront to Lake Oswego, Project No. RR1012 Sellwood Bridge Replacement, Project No. BK1009 Eastbank Trail/Springwater Gap, and Project No. BD3169 Burnside Street: Bridge to E. 14th. She presented a letter to the MTIP panel (included as part of this meeting record).

Walter Valenta, no address given, expressed his support for Project No. BD1260 Killingsworth: Minnesota to MLK. He stated that the project was within the Interstate MAX renewal district, which generates taxes for buildings and the urban, planning system. He said that with renewal funds, TE Funds and MTIP funds leveraging together with the support of PDC as the anchor would make for the first big investment in the area. He said that the project is an important to many stakeholder groups including Adidas. He said that it was important that the project get funded because it is the missing linkage from 33rd to 6th.

Don Faith, 9411 SW 62nd Dr., Portland, OR 97219, stated that he has lived in Portland for 35 years and is concerned with the lack of foresight when planning for the highway system. He said that Planners in the area have not planned how to move traffic efficiently and therefore the congestion on the roads is increasing. He said that the Portland population is not due to decrease nor is the impact on traffic expected to be less in the future, so something should be done to improve the impact on the highways.

Councilor Rod Park replied that unfortunately the Metro Region does not have the necessary funding available, as other states have to adequately fix the transportation system. He said that although Oregon has one of the higher gas taxes, it does not have other means of funding for the roads.

Matthew Garrett stated that the region would continue to have conversations to address the transportation system. He said that currently they are addressing issues on Hwy 26 and are studying how to best address Hwy 217 and whether to expand that roadway. He further stated that other areas would be addressed as funding allows including I-5. However, because of the high cost of the transportation projects and limited funding, they would have to approach the transportation system incrementally.

Donna Drummond, 2221 SW First Ave #1521, Portland OR 97201 expressed her support for RR1012 Sellwood Bridge Replacement, Project No. PL1017 Willamette Shoreline: South Waterfront to Lake Oswego and Project No. BK4011 Marine Dr. Bike Lanes and Trail Gaps. She also presented a statement to the MTIP panel (included as part of this meeting record.)

Lenny Anderson, Project Manager, Swan Island TMA, 4567 N. Channel Ave. Portland, OR 97217 stated that he was a member of the Interstate Urban Renewal Advisory Committee. He expressed his support for the two Killingsworth Projects: BD1260 Killingsworth: Minnesota to

MLK and a TE Project: North Killingsworth/I-5 Overcrossing. He stated that both of the projects were important to the community.

Susan Lindsay, no address given, stated that she participated on steering committees for both Project No. TR1106 Eastside Streetcar and BD3169 Burnside Street: Bridge to E. 14th. She stated that both projects are important for the community. She stated that the Burnside project would provide for safer crossings at the intersection of 12th and Burnside and would allow for safe pedestrian access to Burnside. Further, the improvements to Burnside would attract more families and children to the area. She said that the Burnside Project is a good parallel to what will take place on the Westside, in terms of the streetcar.

Corey Sevigny, no address given, arrived too late to testify to the panel but presented a statement to be included in the meeting record.

Adjourned at 8:00 p.m.

Respectfully submitted,

Renee Castilla

Metropolitan Transportation Improvement Program Listening Post

October 26, 2004
Pioneer Community Center
Oregon City

Panelists: Councilor Rod Park, Councilor Brian Newman, Councilor Karl Rhode, Jim Bernard, Andy Cotugno, Commissioner Bill Kennemer, JPACT. Robin McArthur, June Carlson, ODOT.

Timekeeper: Tom Kloster
Registration/coordination: Marilyn Matteson
Notetaker: Jenny Dempsey Stein
Other Metro Staff: Amy Rose, Bill Barber

1. INTRODUCTIONS

Councilor Newman began at 5:10 p.m. He introduced Metro's primary responsibilities of regularly updating the regional transportation plan and schedule dispersal of MTIP federal dollars every two years. Metro works closely with locally elected officials and agency members of JPACT. JPACT is unique because it's not an advisory committee but a collaborative group of peers. Two JPACT representatives are present: Chair of the Clackamas County Commissioner Bill Kennemer and Councilor Karl Rohde from Lake Oswego who represents all of the Clackamas County urban cities on JPACT.

This is part of a first series of hearings presented in conjunction with ODOT. Robin McArthur is present as the ODOT JPACT alternate to Matthew Garrett. This is the first time in many years that the state transportation improvement program (STIP) public hearings are being matched with the metropolitan transportation improvement program (MTIP) public hearings. It is important for the public to have the full complement of system-wide projects at these 8 joint hearings that include several in Hood River and Columbia County. The ODOT tables demonstrate modernization projects that add lanes, preservation and repaving projects, operation and safety projects and transportation enhancement projects that include federal funding for bicycle and pedestrian projects.

Councilor Newman explained the public hearing process. (He mentioned that each person would have 3 minutes to testify. He asked the public to specify which current projects on the MTIP Project List they are referring to. Comment cards are available and will also be added to the public record. There are packets listing the 2006-09 state funded projects.)

Councilor Newman opened a public hearing on MTIP/STIP funding.

Dick Shook, North Clackamas Parks and Recreation District advisory board, 4815 SE Casa Del Rey Drive, Milwaukie OR in unincorporated North Clackamas County read his letter for the record. He requested funding to complete the second section of the Trolley Trail, also known as the Portland Traction Company interurban right of way. He thanked Metro and North Clackamas Parks and Recreation District for providing the original funds for the ROW purchase,

and MTIP funds for final project design, engineering and construction of the trail from Milwaukie to Courtney Road. He expressed hope that additional funding would be available so that the second section will be completed soon after the first section. He spoke to the Trolley Trail's great potential to provide a safe, enjoyable mode of non-motorized transportation and recreation through the suburban neighborhoods of Milwaukie, Oak Grove, Jennings Lodge and Gladstone. Children will be able to use it to walk to school. Recreational walkers, joggers and bicyclists will have a facility away from the noise, fumes and danger of automobile traffic. Elder and disabled citizens will have a wide, mostly flat and paved pathway. It will also provide an important link in the 20-mile trail loop through north Clackamas County. He has lived in the Milwaukie area long enough to have ridden the interurban streetcar from Portland to Oregon City, which was an important transportation mode for one and no-car families, and once again can be used as an alternative transportation means or solely for recreation.

Tom Geil, 16470 Trail View Drive, Oregon City OR read a letter on behalf of Lois Kiefer, Chair Park Place Neighborhood Association, (a copy of which may be found in the public record). He expressed support for the Metro South Amtrak Station Phase Two improvements in Oregon City.

Mayor Judie Hammerstad, PO Box 369, Lake Oswego OR 97034 provided a letter and summarized her remarks (a copy of which may be found in the public record). She addressed three proposed MTIP projects in Lake Oswego. The Willamette Shoreline/Highway 43 preliminary engineering analysis from Lake Oswego to Portland is a very high priority. The road capacity pedestrian project at Boones Ferry Road and Lanewood in the Lake Grove Town Center includes a signalized pedestrian crossing, safe route to school and traffic signal installation. The third project is a multi-use path master plan for Lake Oswego to Milwaukie, the Tonquin Trail and Mt. Scott-Scouter's Mountain Loop trail.

Chris Smith, Chair Portland Streetcar citizen advisory committee and Board of Directors member of Portland Streetcar Inc. He explained that both groups have formally adopted positions of support for two projects on the MTIP list that have regional significance: the Highway 43 corridor alternatives analysis and the eastside streetcar expansion. He noted the opportunity to develop a new town center along Highway 43. The Portland streetcar has already demonstrated that it is a great catalyst for private investment, with more than 1.5 billion invested along the downtown streetcar line and there would be similar investment in Lake Oswego. He emphasized Portland – Lake Oswego and Multnomah – Clackamas County connections.

Karl Rhode confirmed that the request is for both the Highway 43 alternatives analysis and preliminary engineering and he confirmed the dollar amount.

Rob Fallow, Foothills Road Property Owner Group, 97045 read his letter into the record (a copy of which may be found in the public record). He discussed the current Foothills District redevelopment plan and vision in conjunction with the city of Lake Oswego. The area being studied covers approximately 40 acres at the confluence of Tryon Creek and the Willamette River. He provided a written report from Group Mackenzie, a consulting firm, entitled: "Willamette Shoreline Consortium Application for MTIP Funds" (a copy of which may be found in the public record).

Mayor Eugene Grant, City of Happy Valley, 12915 SE King Road, Happy Valley, OR 97236-6298 summarized his written testimony (a copy of which may be found in the public record). He urged support for the road capacity project RC7000 SE 172nd Avenue Phase 1 between Sunnyside Rd and Highway 212, project P15053 Multi-Use Master Plans for Scouter's Mountain and Mt. Scott trails and project Bk1009 Springwater Trail Gap.

George L. Kosboth, 1114 Washington, Oregon City OR 97045 read his letter into the record (a copy of which may be found in the public record). He spoke to highway capacity and operational improvements on Highway 213, especially at the I-205 interchange.

Tom Lemons, Commissioner City of Oregon City, PO Box 3040, Oregon City OR 97045 read his letter into the record (a copy of which may be found in the public record). He expressed support for both the MTIP funding for Phase 2, Oregon City (South Metro) Amtrak Station and for adding STIP funding to provide for planning, environmental, right-of-way and preliminary engineering for Highway 213-I-205 interchange improvements.

Gary Hewitt, Commissioner City of Oregon City, PO Box 3040, Oregon City OR 97045 emphasized the regional importance of the Oregon City Amtrak station connecting Seattle to Eugene. He stated that project completion would enhance the existing train station, platform and small parking area. Phase 2 would relocate the existing station, an old Southern Pacific freight depot, which was salvaged and returned to Oregon City, and provide additional parking. He noted that Oregon City has already invested over 1.5 million in this project. The train stops twice a day in Oregon City in both directions. Regional investment would help prepare for increased future use resulting from greater inter-business connectivity, an expanded metro base for regional passenger rail, revitalization of the underdeveloped downtown and expanded Trimet services.

Roger Hennagin, Friends of W.S. Trolley, stated he is a private business owner in Lake Oswego and fourth generation Oregonian in support of Highway 43/Willamette Shoreline transit alternative analysis funding. In 1986 he served as a Lake Oswego appointee on a multi-governmental strike force that analyzed the Jefferson Street rail line abandoned by Southern Pacific. This group predicted that Highway 43 would be insufficient to carry traffic between West Linn and Lake Oswego and downtown Portland. He stated that Highway 43 is at or near capacity, and traffic will increase with development of both the south waterfront renewal area with a new city center and 16-story buildings, and the Lake Oswego foothills area. Employees of OHSU and Portland biotech industries may live in Lake Oswego and further south. He spoke to Highway 43 limitations and the timeliness of studying the preserved transit corridor for future mass transit projects.

Councilor Joe Loomis, 10722 SE Main Street, Milwaukie OR 97222 summarized a letter written by Councilor Susan Stone, Milwaukie City Council (a copy of which may be found in the public record). He asked for support for two projects: the Lake Road Multi-modal Improvements Project and the Downtown Pedestrian and Streetscape Improvement Projects.

Dean Walch, McLoughlin Neighborhood Association Co-chair, 516 Madison St, Oregon City OR read his letter into the record (a copy of which may be found in the public record). He spoke in support of Phase 2 parking and staffing improvements to the Oregon City Amtrak Station.

Gregg Weston, Vice President of Clackamas County Business Alliance, 17355 SW Boones Ferry, Lake Oswego OR submitted a letter from Paul DeMarco, President of Clackamas County Business Alliance (a copy of which may be found in the public record). He spoke to the protection of existing jobs and development of new jobs. Alliance members in the Clackamas business park area, Milwaukie and Wilsonville want to expand but don't have the road capacity to move freight, equipment and employees. He stated that losing each technically trained employee costs up to \$40,000 and loss of an entire company in a struggling economy entails much larger costs. He advocated for the Wilsonville Kinsman Road extension, Milwaukie Lake Road reconstruction and pedestrian improvements and Clackamas Sunrise Corridor, including connections from 172nd Ave and Highway 212 to Sunnyside Road and Rock Creek, a future 100-acre employment center. He also expressed support for the Trolley Trail, Oregon City Amtrak station and Boones Ferry Road bike and pedestrian improvements.

David Porter, Executive Director, Oregon Trail Interpretive Center, 1726 Washington, Oregon City OR 97045 provided written testimony (a copy of which may be found in the public record). He expressed appreciation of the new and improved I-205 corridor and signage. He stated support for the neighboring Amtrak station phase 2 improvements. The Oregon Trail Foundation and other heritage organizations are coming together to develop Oregon City as a destination. Transit choices and amenities like parking are increasingly important for increasing usage and business development. He urged that some part of the I-205/Highway 213 Interchange study be placed on the recommended list, since the area will experience growth as part of the expanded UGB. MTIP funds could be a public contribution and trigger for private investment.

Sharon Zimmerman, City of Oregon City, 320 Warner Milne Rd, Oregon City OR 97045 read a letter written by Wende Sanchez, Oregon City Chamber of Commerce Executive Director (a copy of which may be found in the public record). She expressed support for the South Metro Amtrak station project.

Mayor Alice Norris, City of Oregon City, 320 Warner Milne Rd, Oregon City OR 97045 stated Oregon City is making investments to transform into a cutting edge regional center. There are 3 critical pieces of the Highway 213/I-205 interchange project that should be included in the ODOT study. ODOT ramp data show this interchange has the second highest ramp volume, just 1,000 below the I-5/I-205 interchange, and it also has the highest impact on I-205 average daily traffic volumes. 27% of southbound I-205 traffic exits at and 24% of northbound traffic enters at Highway 213. Additional housing, employment, retail and office development will increase these volumes. She also stated support for the South Amtrak station. Councilor Newman asked the Mayor whether this is a STIP funded project. Robin McArthur confirmed that it is an MTIP study with detailed inventory and assessment, and is not in the STIP because it is still at the planning level and not a final project.

Larry Patterson, 320 Warner Milne, Oregon City, OR 97045 requested consideration of the Highway 213/I-205 interchange project. He stated that Oregon City launched a new economic

development program in March with a consulting group and is implementing phase 2; development consistent with its regional center designation, and focusing primarily on the waterfront corridor from Blue Heron to the old landfill. Timely infrastructure improvements, especially in transportation, would serve as a catalyst for upcoming corridor development. A coalition of cities in the Southeast region would bring a stronger economic impact.

Karl Rhode asked about the Oregon City Regional Center photomap that shows the highest density, mixed use development in corridor marked by a blue line. Larry responded that the initial focus of this development would be along that corridor. There are significant development interests especially around the old landfill that could serve as a catalyst. Oregon City is trying to move away from big box retail to mixed-use development that would combine retail, housing, office and light industrial.

Abby Gjerstad, 9700 SE Lawnfield Rd, Clackamas OR 97015 stated she works at Oregon Iron Works and strongly supports the Sunrise Corridor project on the STIP list.

Ron Swaren, Sellwood Neighborhood Association, 1543 SE Umatilla St, Portland OR 97202 stated the Association is in favor of the Tacoma Street plans and Sellwood Bridge study. He observed that mega trends for the next 40 years indicate that light rail transit is necessary, but does not reduce traffic congestion because it tends to focus development in certain corridors. It is a type of controlled expansion in the Metro area. Streetcars may provide a more dispersed and thorough alternative. He stated that underground parking would become more necessary as land prices rose. Bicycling and use of private vehicles would increase with population. Mass transit riders would want more amenities and cost effective transit planning would be necessary. There would be more commercial and retail expansion. He spoke to the impact of development in Clackamas County and the North Macadam area on the Sellwood Bridge, even with mass transit improvements. The Sellwood Neighborhood Association would like to minimize through traffic. He referred to the 99 South Willamette crossing study and noted a potential bridge crossing at Lake Oswego's Highway 43, where four highways could be connected within a one-mile section. He displayed a picture of the Newport Bay Bridge as a positive example of bridge aesthetics. A bridge in the South waterfront area at Holgate Blvd is also another possibility.

Julie Puderbagh, Park Place Neighborhood Association, 15022 S. Highland Rd, Oregon City OR 97045 read her letter into the record (a copy of which may be found in the public record). She spoke to Highway 213/I-205 interchange improvements and major growth in Oregon City.

Unidentified senior OR City resident owns 20 acres with a mountain-view and expressed general appreciation for the work of transportation planners, did not list specific projects. No name provided.

Break at 6:30 p.m.

Public hearing resumed at 6:47 p.m.

Dick Weber, P.O. Box 402, Clackamas OR 97015 noted he is a former member of the Clackamas Pedway and Portland Wheelman bicycle clubs. He expressed concerns about riding

on the I-205 bike path from Sunnyside N to Johnson Creek Blvd. Pine trees along the path are difficult for bicyclists and skateboarders to negotiate and should be removed. That section and the Monterey over crossing section should be repaved. He asked about plans for the OMSI Springwater extension from Boring to Estacada and Councilor Newman replied that it is in the scoping phase and not on the MTIP list. It is outside of the Metro jurisdictional boundary, but he and Bob Austin, the mayor from Estacada have assembled an informal group including Oregon State Parks and Clackamas County who will both take the lead. The two-phase project will extend the trail from the Boring terminus to Barton Park. He noted that paving stops outside of the urban growth boundary, and it has not been determined whether the extended UGB portion will be paved. Dick Weber thanked ODOT for the Powell Bridge, a significant safety improvement.

Doug Neeley, Commissioner of City of Oregon City, 712 12th Street, Oregon City, OR 97045 spoke to Highway 213 corridor impacts on Oregon City. He mentioned the Reese Road/Conway state pavement preservation overlay project including safety and turn lane improvements. Oregon City may be able to leverage funds for projects in adjacent areas if they have advance notice, which could make projects less expensive for the state. Robin McArthur asked whether this project was scheduled for 2007 and June Carlson confirmed this. ODOT has had preliminary conversations with Oregon City officials about this project.

Heather Andrews, 6958 SE Fir, Portland OR 97206 stated that she is a bike commuter from Clackamas County on the border of Portland city limits near Johnson Creek Blvd. She expressed support for two projects: the Springwater Gap, which is in danger of being closed off and Sellwood Bridge. As a new rider she found the narrow bridge lanes very dangerous, and as a bike commute challenge workplace coordinator, she talked with many people who refused to bicycle over the Sellwood Bridge. She strongly recommended consideration of a safer alternative to Highway 43 on the west side of Willamette. Councilor Newman responded that the last MTIP funded a Highway 43 corridor study and once funded, additional studies will look at transit improvements and a potential trail connection between Lake Oswego and the Sellwood Bridge.

Tim Knapp, City of Wilsonville City councilor, 11615 SW Jamaica, Wilsonville OR 97070, stated he worked 6 1-2 years with the city's transportation planning committee and works in small business development. He stated that Wilsonville has 175 developable industrial zoned acres that are becoming inaccessible due to current I-5 interchange capacities. Interchange improvements are essential to implementing the Governor's agenda of building more trucking, warehousing and distribution businesses on the I-5 corridor. Wilsonville is looking for \$14.5 million dollars, and a 70% local match would come from SDC and urban renewal funds. Without these funds, a 5-year facility strategy will preclude development from going forward. The Wilsonville Road/I-5 interchange is already at capacity without servicing the future southern connection to the commuter rail. Wilsonville has already put \$3.7 million, and is currently spending \$3.5 million on state properties to facilitate these interchanges. The city has invested \$7.4 million in Wilsonville Road west improvements. The MTIP project extending N Kinsman Road from Barbur Blvd to Boeckman Road would access the rail corridor and open up multimodal capabilities on undeveloped industrial lands. MTIP funds are necessary to insure freight mobility and employment. He asked for support for the MTIP Kinsman Road project and

the STIP I-5/WilsonvilleRoad interchange. Councilor Newman noted that the Kinsman Road project is ranked 4th on the MTIP list.

Representative Dave Hunt, P.O. Box 67190, Oak Grove OR 97268 stated he represents the district between Oregon City and Milwaukie. He advocated for 3 projects not in his district. The Sunrise Corridor should be funded at a higher level because it is a great opportunity to stimulate regional job growth. Secondly he stated that 172nd Avenue was not included in OTIA 3 freight mobility funds and should be in order to address the housing and jobs imbalance. He also expressed support for the \$1.5 million MTIP funds allocated towards the Metro South Amtrak station upgrades and parking. Councilor Newman mentioned the Trolley Trail and Rep. Hunt thanked Metro for the early allocation of Phase I funds. He noted the community has volunteered many hours. Karl Rhode urged Rep. Hunt to work with the legislature to get additional state transportation funding packages passed. Rep. Hunt replied that too many legislative colleagues do not prioritize investments in transportation and economic development.

Ryan Berger, 220 Kennel Ave, Apt D, Molalla OR 97038 summarized and provided written testimony (a copy of which may be found in the public record). He described the intersection of South Barnards Road and Highway 213, which is difficult to navigate during high traffic volumes due to vegetation and right of way placements. He noted that proposed funding levels might need to be increased in order to insure adequate assessment of this intersection. From the northbound side, there is a vertical curve placement and 500-1,000 feet to a stop sign at South Barnards, which creates a problem in viewing oncoming northbound traffic. He has seen several potential accidents. He proposed an increased right of way, construction of a bypass lane on Highway 213 in both directions or a turning lane from S Barnards Rd to Highway 213 as possible solutions. Robin McArthur commented that state funds are currently allocated for this project.

Councilor Rob Wheeler, Chair elect to North Clackamas Chamber of Commerce, 12088 SE Reginald Ct., Happy Valley OR 97015 requested consideration of Sunnyside Phase 3, widening from 152nd to 172nd and Sunrise Corridor funding. The UGB expansion into Happy Valley and Damascus will necessitate huge infrastructure improvements. He spoke to 172nd between Highway 212 and Sunnyside, an intersection that ODOT has already rated at Level F. This major north south connection includes a regionally significant industrial area and is not suitable for freight unless it is widened. He noted that 242nd and 122nd to 129th that enters Happy Valley and continues to Highway 212 are other areas deserving of funding in lieu of adequate city fund sources. Happy Valley has more children per household than any other city in Oregon and 129th passes by an elementary and high school. Traffic and visibility are problems in a curvy and narrow riparian roadside corridor. Robin McArthur noted the \$.923 million project cost. Tom Kloster responded that the 129th project's technical score was 14 out of 20 points for safety, but only 5 out of 35 points for 2040 town and regional center factors. Safety factors include facility volumes and traffic accidents. Only half of the recruited projects may be funded this year.

Jeff Bennett provided written testimony from Jerry Smith, Chair, Clackamas County Economic Development Commission, 9101 SE Sunnybrook Blvd, Clackamas, OR 97015, (a copy of which may be found in the public record).

Thelma Haggemiller, 3405 SE Westview Ave, Oak Grove OR 97267-4636 read her letter into the record (a copy of which may be found in the public record). She spoke in support of funding for construction of the Trolley Trail Linear Park.

Dick Jones, North Clackamas County Chamber of Commerce Board member, 3205 SE Vineyard Drive, Oak Grove OR 97267 read his three letters into the record (copies of which may be found in the public record). He expressed support for two MTIP projects: 172nd south of Sunnyside Road and the Trolley Trail. He expressed thanks for the Sunrise Project preliminary engineering and Sunnyside Road Project (152nd –172nd) funding. He also expressed support for three STIP projects: Sunrise Project- I-205 to Rock Creek Junction, Sunnyside Road from I-205 to 152nd and 172nd Avenue.

Councilor Newman closed the public hearing. He announced that two additional public hearings would be held in October.

Metropolitan Transportation Improvement Program Listening Post
October 27, 2004
Multnomah County East Building, Gresham

D R A F T

Panel members present:

Rod Park, Maria Rojo De Steffey, Karl Rohde representing JPACT
Matthew Garrett, Lainie Smith and Charles Sciscione, representing ODOT

Tom Kloster, Pat Sullivan, Metro staff

Elizabeth Livingston – Continued support for the funding of the TOD implementation program (the \$3 million) and the Urban Center program (\$2 million)

Kathy Henton – A: Is there an easy solution to the I-84 and I-25 bottleneck and, B: Concern that as Springwater development and Damascus developments are brought in, ODOT, Metro and City of Gresham consider traffic ramifications; that not proceeding too much with development before taking care of new transportation challenges. (No specific transportation project mentioned.)

Bob Akers - Promoting all the trails being considered. He presented a new 40-Mile Loop Trail Map discussing missing links in the trail causing safety, recreation and transportation problems.

Julie Stephens – Need for multi-modal transportation options – transit projects in Clackamas County outside of Metro region. Specifically - Operation and maintenance storage facility for a fleet of 8 to 10 buses at a small and reasonable transit center in Sandy. She realizes STIP can only build roads and Metro can only fund inside Metro region, but when flexible funds come available, she would like to see such a project funded.

Susan Corwin – Community trails for villages of Mt. Hood specifically Wildwood section and to have bike and pedestrian needs included in planning. Also, that projects along Hwy 26 be part of the process.

Sandra Doubleday –Project PD2105, Project RR2035, Projects TO8052 and TO0002, TR8035, BK2055, BK2052, FR8008 and FR2074.

Craig Totten- In favor of NE 257th Ave STIP project #13986.

DRAFT

MTIP/STIP Public Hearing
Beaverton Resource Center
October 28, 2004

PRESENT:

Mayor Rob Drake, representing JPACT and Cities of Washington County
Allan McDonald, Oregon Department of Transportation (ODOT - Region 1)
Lainie Smith, Oregon Department of Transportation (ODOT - Region 1)

Tom Kloster, Metro Staff
Renee Castilla, Metro Staff

Commissioner Dick Schouten, Washington County, 6105 SW 148th Ave, Beaverton OR 97007, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive and BK6020 Beaverton Powerline Trail (South): Barrows to Beef Bend Road. He presented a letter (included as part of this meeting record).

Zephyr Thoreau Moore, 13665 SW Larch Pl. #19, Beaverton OR 97005, spoke to license plate covers and the need for taxing on the car dealers.

John Griffiths, 10245 SW 153rd Ave, Beaverton, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive and BK6020 Beaverton Powerline Trail (South): Barrows to Beef Bend Road.

Kevin Smith, City of Hillsboro Parks and Recreation, 123 W. Main St., Hillsboro OR 97123, expressed support of Project No. BK3012 Rock Creek Trail: Orchard Park to NW Wilkins. He provided details of the project itself and urged the support of JPACT and the Metro Council.

John Wiebke, City of Hillsboro Planning Department, 123 W. Main St., Hillsboro OR 97123, also lent his support for Project No. BK3012 Rock Creek Trail: Orchard Park to NW Wilkins and provided further details of the project and urged the support of JPACT and the Metro Council.

Ron Willoby, General Manager of Tualatin Hills Park and Recreation District, 15707 SW Walker Road, Beaverton OR 97006, spoke to Project No. BK3012 Rock Creek Trail: Orchard Park to NW Wilkins and provided details of the project request and urged the support of JPACT and the Metro Council.

Mr. Marvin E. Doty, citizen, 7350 SW Wilson Ave., Beaverton, Beaverton Committee for Citizens Involvement, Citizens Optimist Club, International Construction and Building of trails for the THPR, expressed his support Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive and Project No. BK6020 Beaverton Powerline Trail (South): Barrows to Beef Bend Road. He said that Phase II of the project would help to protect the precious commodity of water in the area. He said that project connects to the remaining trails and completes the trail system.

Doris Wehler, Wilsonville Chamber of Commerce, 6855 SW Boeckman Road, PO Box 3737, Wilsonville OR 97070 presented a letter regarding MTIP/STIP applications (included as part of this meeting record).

Doug Lasent, City of Beaverton, 15186 SW New Plymouth Lane, Beaverton OR 97007 expressed support of Project No. BK3012 Rock Creek Trail: Orchard Park to NW Wilkins.

John Wiebke, City of Hillsboro, Planning Department, 123 W Main St, Hillsboro OR 97123, expressed his support of the Metro TOD program.

Tom Woodwiff, Tigard City Council, 12098 SW 113th Place, Tigard OR 97223, expressed his support for BK6020 Beaverton Powerline Trail (South): Barrows to Beef Bend Road. He stated that the Powerline Trail is designated as a priority for the region as it would connect Forest Park to the Tualatin Park Natural Refuge. He said that the trail is important because it rests in an area that has developed without parks and has few suitable routes north and south. He said that the trail would provide for a safe enjoyable non-motorized route for recreation use.

Allan Kirk, CFO, OREPAC, 30170 SW Orepac Ave, Wilsonville OR 97070, expressed his support for FR6086 Kinsman Road Extension: Barber to Boeckman. He said that the project would provide excellent freight improvement. He also expressed his support for the STIP project: I-5/Wilsonville Interchange Improvements. He presented a statement to the panel (included as part of this meeting record).

Allan McDonald, no address given, also expressed support for the STIP project: I-5/Wilsonville Interchange project and stated that it was very important to the businesses in that area and the continued movement of freight.

James Combs, Fred Meyer, 3800 SE 22nd Ave, Portland OR 97202, stated that they own property in SW area of the City adjacent to the I-5/Wilsonville Interchange. He said they would like to develop that property but are unable to do so until significant improvements to the interchange are made because there is no additional trip capacity. He urged his support of the STIP Project: I-5/Wilsonville Interchange Project and reminded the panel that continued growth in that area cannot occur unless improvements are made to the interchange.

Brent Aaron, Traffic Engineer, Fred Meyer, 3800 SE 22nd Ave., Portland OR 97202, stated that the interchange is their biggest issue and is the reason why they have development projects that have been delayed or cannot move forward. He said that a project they have proposed to the City of Wilsonville had to be reduced in scope the trip cap. He urged his support of STIP Project: I-5/Wilsonville Interchange Project.

Cheryl Hoy, 16480 SW Sumac St., Beaverton OR 97007, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive and would strongly support funding to purchase phase II as well. She said that currently the area is zoned at R7 and would allow up to 50 additional homes to be built in the area. This would add additional congestion to an area, which already sees a morning during rush hour where drivers rarely drive

25 mph. She stated that the loss of trees and loss of wildlife is a concern for her. She explained that the project would add to the quality of the neighborhood but admits that she does have concerns with traffic in the area.

Julie Russell, 12662 SW Terraview Dr, Bull Mountain OR 97226, expressed her support for BK6020 Beaverton Powerline Trail (South): Barrows to Beef Bend Road. She said that currently there are few north/south safe paths to use and there are no sidewalks, therefore safety is of large concern for her.

Rudy Katlob, s28801 SW 110th Ave, Wilsonville OR 97070, expressed his support for Project No. FR6086 Kinsman Road Extension: Barber to Boeckman and STIP Project: I-5/Wilsonville Interchange Project. He stated that they have begun construction and development on an urban village that would provide 2700 homes and areas for mixed used.

Moji Momeni, 12190-B SW Longhorn Lane, Beaverton OR 97008, urged his support four projects TD 8005, TD 0002, TD 0003. He said that TOD funding is important to the continued development of downtown Beaverton including the Round and extension of the round. He said that TOD projects assist with reducing traffic.

Pat Shelaney, 16147 SW Samac St., Beaverton OR 97007, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. She said that she has watched the abundance of wild life in the area for 10 years. She also expressed her concern for additional traffic the area might see as people use the trailhead.

Mayor Rob Drake stated that the nature of the property requires the project to address the steep slopes because currently there is no easy way to get down the hill, as it is very steep. He said that there would be parking on the southside of the property where the water reservoir will be.

Ms. Catherine Arnold, no address given, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive.

Cathy Stanton, 8595 SW Rebecca Lane, Beaverton OR 97008, expressed her support for Project No. TD 0003 Site Acquisition of the Beaverton Regional Center. She said that Metro had already committed dollars to Beaverton and old theater is the best site and has the most need for this type of funding. She said that currently the project has financial constraints and the TOD funding allows the City to commit to a vision of housing and mixed-use.

Mike Marr, no address given, expressed his support for Project No. VC8038 Ash Street Extension (PE and ROW) and Project No. VC 8038 Ash Street Extension (Construction). He said that that a Citizen Advisory Task Force is working on an improvement plan for downtown Tigard.

Joshua Chaney, 9708 SW Condon Court, Tigard OR 97223, stated that he is also a member of the downtown Task Force as well as a homeowner. He also expressed his support for Project No. VC8038 Ash Street Extension (PE and ROW) and Project No. VC 8038 Ash Street Extension (Construction). He stated that the project is really Ash Street because without the

extension, Main Street becomes a bottleneck for the area and those trying to reach the commuter rail would not be able to get out of the parking lot safely and conveniently.

Sue Wireick, 13430 SW Village Glenn Ct., Tigard OR 97223, encouraged the Metro Council and JPACT to fully fund Project No. Project No. VC8038 Ash Street Extension (PE and ROW) and Project No. VC 8038 Ash Street Extension (Construction). She said that currently Washington square is the only regional center for Tigard. She stated that the citizens want to see Tigard reinvest in the downtown centers and the Ash Street project would assist them in that goal.

Jan Richardson, 13367 SW Scotts Bridge Drive, Tigard OR 97223 expressed support for Project No. VC8038 Ash Street Extension (PE and ROW) and Project No. VC 8038 Ash Street Extension (Construction). She stated that the project is needed if the Commuter Rail is expected to come through Tigard. She stated that the project is also important to the revitalization of downtown Tigard.

Vince Montecalvo, 6910 SW 160th Ave, Beaverton, expressed his support to Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. He said that his property backs up to the area that would be directly impacted if a trail went through. He voiced his concern for the increase in traffic that 160th avenue sees. He stated that it was be important for those responsible to coordinate the trail project appropriately with the increase of traffic on 160th.

Dan Max, 14080 SW Steeplechase Ct., Beaverton OR 97008, expressed his support to Project No. TD0003 Site Acquisition Beaverton Regional Center. He said that as the senior member of the Beaverton Planning Commission he knows how important the redevelopment of the Westgate property is the 2040 growth concept for regional centers. He stated that the City of Beaverton has always been progressive in their planning policies and with working with private sector developers to successful meet regional goals. He explained that the site acquisition would provide for a high-density town center that would be more than just residential or commercial but would feature both.

Tom Hjort, no address given, expressed support for Project No. Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. He said that the project was important in completing gaps in the trail and providing for a safe north/south route.

Barbara Wilson, 12820 SW 20th Ct., Beaverton OR 97008, urged support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. She said that the city had already allocated \$1 million towards the purchase of the property and is hoping for a \$600000 grant to apply to the purchase of the property as well.

Rich Crimi, 5470 SW 149th Ave, Beaverton OR 97007, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. He said that most cyclists are forced to ride along sidecars and trucks on the road. He said that having a dedicated bike/path way would add a safety component that is greatly needed.

Dana Hepper, 1935 SE Tacoma, Portland OR 97202, expressed support for Project No. RR1012 Sellwood Bridge Replacement. She stated that currently the Sellwood Bridge has a rating of 2 out of 100 and the busline cannot come across it anymore. She said that not only is bus transportation limited but due to narrow walkways, pedestrian and bicycle access is limited as well.

Allan McDonald asked Ms. Hepper her recommendation for the design of the bridge.

Dana Hepper replied that she would like to see the Sellwood Bridge remain a two-lane bridge.

Katherine Harrington, 4230 NW 147th Ave., Portland OR 97229, expressed support for Project No. PD3093 SW Murray Blvd (West Side only): TV Hwy to Farmington (+ Bike Lane). She stated that she is a hardened bicycle commuter and is concerned with that section of road. She stated that the project would complete a huge gap and would greatly improve safety concerns.

Penny Douglas, 6170 SW Mad Hatter Lane, Beaverton OR 97008, stated that she was unable to attend the Hwy. 217 open house and wanted to express her support for the Hwy 217 study. Although she was not in favor of toll roads she would like to see improvements made to Hwy 217.

Janet Young, Economic Development Manager for the City of Beaverton, no address given, expressed her support for four projects including Project No. BD3020 Rose Biggi extension: Crescent St. to Hall, as well as all of the TOD projects listed in the recommendation. She said that the funding of the projects would be a continuation of a project that would help form a network, and complete the regional center at the Round. She said that the Rose Biggi Extension project is an important component to the accessibility, and development of the regional town center. She stated that the TOD projects specifically the urban center program would help fund the acquisition of land that is adjacent to the Round. She said that the City of Beaverton, was chosen as a pilot project for the Regional Center Study, and all of the components are important. She stated that TOD projects can be difficult to build and to fund and without a public subsidy, the projects would not happen.

Kurt Skeelwood, 6325 SW 166th Place, Beaverton OR 97007, stated that he was representing the Burntwood Home Owners Association, and expressed their support for Project No. BK3072 Beaverton Powerline Trail: Schuepbach Park to Burntwood Drive. He said that the project would be a natural extension to a system that has already been established.

Donna Stuhr, 18750 SW Honeywood Drive, Beaverton OR 97006, expressed support for Project No. BK3072 Beaverton Powerline Trail: Schuepbach Park to Burntwood Drive. She stated that she was a strong advocate of walking urban trails and would like to see a trail in the area similar to what she has seen in other cities.

Mr. Cleon Cox III, 13580 SW Ash Ave., Tigard, OR 97223, stated that he was reluctant to talk and is probably too late in expressing his concern of the Commuter Rail project. He said that he has been involved in public transportation for 25 years and is opposed to the commuter rail. He said that the demographics do not support the project, which will cost a lot of money for capital

expenses and taxes. He expressed his concern that TriMet would be operating the train when they have not proven themselves an efficient operator of the MAX systems. He said that the commuter rail project would cause an increase in congestion in Tigard which already sees backup in traffic everyday. He stated that buses would be a more economical approach then commuter rail.

Amy Hawthorne, 6192 SW 162nd Place, Beaverton OR 97007, expressed her support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. She said that it was important to preserve the existing nature.

Gerhardt Quast, no address given, expressed his support for any project that would help bicyclists commute throughout the region. Furthermore, it would be helpful to have a system that would allow a bicycle commuter to easily get from the Westside to downtown safely.

Cheryl Lynn, 6672 SW 160th, Beaverton OR 97007 expressed her support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive.

Sherry Atherton, 6139 SW 162nd Place, Beaverton OR 92007, Evergreen Terrace #2, expressed her support for Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive. She stated that her property backs up to the area of the Powerline Trails and it has been hard to watch the trees come down. She advocated for the Trail and stated that it is an important link for families.

Mayor Rob Drake reminded the citizens that as neighborhoods grow there are a lot of change. He said what was important is finding the right balance of housing and nature.

Geoff Roach, 806 SW Broadway, Ste. 300, Portland OR 97205, Trust for Public Lands, stated that the MTIP is an important funding source that allows communities to accomplish the goals of the 2040 plan while keeping quality access to nature. He stated that he came to the public hearing to listen to the citizens of the region lend their support to the MTIP process and the projects that influence them. In particular, Project No. BK3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive has seen a lot of support. He stated that the project is important as it connects to other systems and has enormous possibilities continuing a regional trail system.

Bob Tenner, no address given, expressed his support for Project No. BD 3020 Rose Bigge extension: Crescent Street to Hall. He also expressed support for TD0003 Site Acquisition for Beaverton Regional Center.

Adjourned at 7:32pm.

Respectfully submitted,

Renee Castilla



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

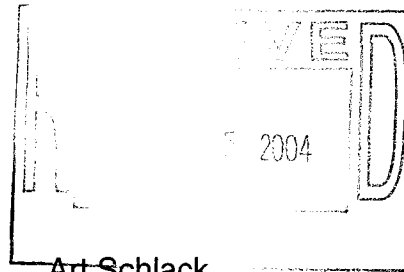
Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

November 2, 2004



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RE: Section 115 Surface Transportation Projects

On July 23, 2004, I wrote to all of you in an effort to explain the emerging status of Section 115 Surface Transportation Projects federal funding that was caught up in Congress' attempt to reauthorize the federal highway bill. I am happy to write to you today that we have received good news on this issue from the Federal Highway Administration (FHWA). The \$2 billion of remaining 2004 funding that was set-aside by Congress in the latest extension of TEA-21 now has been fully allocated to states. As a result, all of the Section 115 projects in Oregon will receive the full amount earmarked in the FY 2004 Omnibus appropriations bill and the state will receive its full share of formula funding.

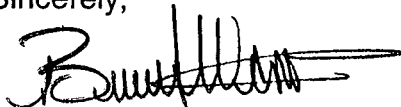
Now that we know we will all be made whole, the approaches to coping with the previous shortfall that I outlined in my July letter to you no longer need to be pursued. I know that this has been a difficult issue to grapple with, particularly because of the uncertainty of the timing and nature of a solution, and I appreciate that you have all stayed engaged with us and with our delegation while this was worked to conclusion.

The immediate future of federal highway funding has become increasingly uncertain since the expiration of TEA-21 last year. We just received our final allocation of fiscal year 2004 funding, a month into fiscal year 2005, and the earliest we may know about fiscal year 2005 funding is the end of November, or two months into the fiscal year.

With more uncertainty likely in the coming months, it is important that the state and Metropolitan Planning Organizations (MPOs) plan accordingly. We will continue to share information with you as we receive it from FHWA. In the meantime, I encourage you to work closely with your local ODOT region office with support from our Highway Finance Office to review your federal programs for the coming year so that we are all prepared to react quickly and appropriately when we do learn what reauthorization, or more extensions, look like for Oregon.

I appreciate your involvement in this important issue, and I especially want to acknowledge the excellent support and effort of our Congressional delegation to bring this to a good end.

Sincerely,

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

Bruce A. Warner
Director

cc: Stuart Foster, Chair, Oregon Transportation Commission
Gail Achterman, Member, Oregon Transportation Commission
Randy Papé, Member, Oregon Transportation Commission
Michael Nelson, Member, Oregon Transportation Commission
Chris Warner, Governor's Office
John Rosenberger, ODOT
Craig Greenleaf, ODOT
Jason Tell, ODOT

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