

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING UPDATED)
BYLAWS FOR THE TRANSPORTATION POLICY)
ALTERNATIVES COMMITTEE (TPAC) THAT)
FORMULIZE NEW TECHNICAL SUBCOMMITTEES

RESOLUTION NO. 04-3469

Introduced by
Councilor Rod Park

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

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

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

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

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

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

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

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
(TPAC)**

BYLAWS

ARTICLE I

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

ARTICLE II

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

The responsibilities of TPAC with respect to transportation planning are:

- a. Review the Unified Planning Work Program (UPWP) and Prospectus for transportation planning.
- b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- c. Advise on the development of the Regional Transportation Plan (RTP) in accordance with the ~~Intermodal Surface Transportation Efficiency Act (ISTEA)~~ federal planning regulations, the ~~L.C.D.C. Oregon~~ Transportation Planning Rule, the 1992 Metro Charter and the adopted 2040 Growth Concept.
- d. Advise on the development of the Metropolitan Transportation Improvement Program (MTIP) in accordance with ~~ISTEA~~ federal planning regulations.
- e. Review projects and plans affecting regional transportation.
- f. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.
- g-Develop alternative transportation policies for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.
- g. Review and comment on Metro Policy Advisory Committee land use matters that have significant transportation implications.
- i. Review local comprehensive plans for their transportation impacts and

consistency with the Regional Transportation Plan. Recommend needs and opportunities for involving citizens in transportation matters.

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

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

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

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

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

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

ARTICLE III MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

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

City of Portland	1
Clackamas County	1
Multnomah County	1
Washington County	1
Clackamas County Cities	1
Multnomah County Cities (except Portland)	1
Washington County Cities	1
Oregon Department of Transportation	1
Washington State Department of Transportation	1
Southwest Washington Regional Transportation Council	1
Port of Portland	1
Tri-Met	1

Oregon Department of Environmental Quality	1
Metro (non-voting).....	<u>21</u>
Citizens	<u>6</u>
	<u>2420</u>

In addition, the City of Vancouver, Clark County, C-TRAN, Federal Highway Administration, Federal Aviation Administration (FAA), Federal Transit Administration (FTA), and Washington Department of Ecology may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

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

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

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

Section 2. Appointment of Members and Alternates

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

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

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

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

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

Section 3. Voting Privileges

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

b. The Chairperson shall have no vote.

Section 4. Meetings

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

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

Section 5. Conduct of Meetings

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

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

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

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

ARTICLE IV OFFICERS AND DUTIES

Section 1. Officers

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

Section 2. Duties

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

Section 3. Administrative Support

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

ARTICLE V SUBCOMMITTEES

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

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

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

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

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

**ARTICLE VI
REPORTING PROCEDURES**

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

**ARTICLE VII
AMENDMENTS**

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

STAFF REPORT

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

Date: July 21, 2004

Prepared by: Tom Kloster

BACKGROUND

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

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

ANALYSIS/INFORMATION

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

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

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

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

Each of these committees has unique composition, though most consist of technical staff from public agencies. The RTO Subcommittee is the notable exception, with its own operating bylaws, and private sector and citizen representatives that mirror the composition of TPAC. Each meet at least monthly, and

are open to any TPAC member who chooses to attend. However, only the MTIP and RTO subcommittees advertise their meetings, and report on their proceedings, since they are formal subcommittees of TPAC.

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

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

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

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

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

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** As currently adopted, the TPAC bylaws can only be adopted or amended by Metro Council, though the proposed amendments required both the Council and JPACT to approve the bylaws. The last amendment to the bylaws was adopted on March 9, 1995.
3. **Anticipated Effects** Adoption of this resolution will enact the new TPAC bylaws shown in Exhibit A, and formalize the role of two standing subcommittees of TPAC, as described in the analysis.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro Council approve Resolution No. 04-3469.

**METRO**

DATE: August 3, 2004

TO: JPACT and Interested Parties

FROM: Andrew C. Cotugno, Planning Director

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

* * * * *

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

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

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

The projects recommended include:

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

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

The two alternate projects recommended are:

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

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

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

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

The ODOT TE Program schedule, TE funding eligibility, and ODOT TE program project selection criteria is attached. Once JPACT makes the decision on which TE projects from the Metro region to submit to the ODOT TE Program, the TE project applicants described above should work toward completing their full project applications to meet ODOT's September 10th deadline.

TE Program
Metro Region
8 Selections*
2 Alternates

Project No.	Project	TE \$ Req.	Metro	Others	Total Cost
PROJECTS RECOMMENDED*					
Portland	N Killingsworth I-5 Overcrossing	\$ 960,000	\$ 110,000		\$ 1,070,000
Portland	Waud Bluff Trail	\$ 448,000	\$ 52,000		\$ 500,000
Tigard	Fanno Creek Trail	\$ 362,365	\$ 108,220		\$ 470,585
Portland	Marine Dr. Bike & Intersection Impr.	\$ 612,500	\$ 70,200		\$ 682,700
Oregon City	S Metro Amtrak Station (Phase 2)	\$ 1,000,000	\$ 300,000		\$ 1,300,000
Portland	92nd Ave Ped / Bike Project	\$ 1,000,000	\$ 1,578,000		\$ 2,578,000
Milwaukie	Downtown Ped. Enhancement	\$ 448,000	\$ 52,000		\$ 500,000
Beaverton	Downtown Gateway Project	\$ 639,750	\$ 73,250		\$ 713,000
ALTERNATES RECOMMENDED					
Troutdale	Glenn Otto Park Multi-use Path	\$ 245,285	\$ 28,075	\$ 126,000	\$ 399,360
TriMet	TV Hwy Ped Crossing Enhancements & Safety Awareness Campaign	\$ 250,000	\$ 25,675	\$ 709,000	\$ 984,675
NOT RECOMMENDED					
Hillsboro	Cornell Rd Ped/Bike Crossing	\$ 393,571	\$ 69,454		\$ 463,025
THPRD	Beaverton Powerline Trail	\$ 238,681	\$ 27,319		\$ 266,000
Clackamas Co.	CRC bike/ped Connections	\$ 1,000,000	\$ 200,000		\$ 1,200,000
West Linn	Hwy. 43 Bike/Ped crossing impr.	\$ 480,441	\$ 54,989		\$ 535,430
Gresham	bridge	\$ 995,950	\$ 113,990		\$ 1,109,940
Washington Co.	Barnes Rd. Ped Enhancement	\$ 392,500	\$ 45,000		\$ 437,500
Multnomah Co.	Skyline Blvd shoulder bikeways	\$ 440,000	\$ 100,000		\$ 540,000
Happy Valley	Super Block Ped/Bikeway	\$ 2,250,000	\$ 750,000		\$ 3,000,000
Portland	SE Brookside Dr. Culvert Project	\$ 367,955	\$ 3,818		\$ 371,773
West Linn	Stafford Basin Pathway	\$ 300,000	\$ 136,750		\$ 436,750
Portland	Springwater Trail Paving	\$ 574,000	\$ 66,000		\$ 640,000
ODOT	Maywood Park Landscape	\$ 200,000	\$ 21,000		\$ 221,000
* Eight projects are recommended due to on-going correspondence between Oregon City and the ODOT TE Program					

PROJECT SELECTION

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

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

PROJECT SELECTION SCHEDULE

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

PROJECT SELECTION CRITERIA

Points	Factors Considered
25	<p>QUALITY OF EXPERIENCE</p> <ul style="list-style-type: none"> ▪ Enhances the quality of experience for people using Oregon's transportation system ▪ Appropriate use of funds for activities that promote the intent of the TE program. ▪ Increases appreciation of cultural, aesthetic or environmental values associated with our transportation system. ▪ Enhances community pride, environmental quality or livability
20	<p>TECHNICAL MERIT</p> <ul style="list-style-type: none"> ▪ Feasible and appropriate solution for the identified problem, need or opportunity. ▪ Realistic scope, schedule and cost estimate. ▪ Adherence to current standards, techniques, and priorities for the type of project. ▪ Adequate level of planning and coordination ▪ Provides a complete, useable facility or product—not a temporary or partial solution.
20	<p>SUPPORT</p> <ul style="list-style-type: none"> ▪ Financial commitment, including investment to date and the amount, availability and reliability of matching funds and other pledged contributions. ▪ Expressed approval by government agencies, the public, and local non-profit groups. ▪ Relationship to adopted plans or policies or other investments in the area (leverage). ▪ Progress on project development and readiness to proceed, including ability and commitment to deliver the project on time, within budget.
20	<p>IMPORTANCE</p> <ul style="list-style-type: none"> ▪ Uniqueness, urgency, and priority of the project, including how important TE funding is to completing the project. ▪ Problems, losses, or lost opportunities if the project is not completed soon. ▪ Benefit to a large segment of the population or to a "transportation disadvantaged" segment (children, elderly, low-income, disabled). ▪ Documented priority within the applicant agency or in a defined geographic area.
15	<p>FOCUS AREAS for the FY 2006-2009 funding cycle</p> <ul style="list-style-type: none"> ▪ Benefits a state highway or state-owned transportation facility and falls into one or more of the following project types: (1) Bicycle/pedestrian facilities, (2) Repair and operation of historic transportation buildings, (3) Landscaping and scenic preservation, (4) Control of highway-related water pollution, (5) Main street or streetscape project. ▪ Benefits a rural/distressed community or Special Transportation Area ▪ Links to an upcoming pavement preservation project, mixed-use or compact development, or Governor's Economic Revitalization Team effort. ▪ Supports existing tourism and economic development efforts or has a primary focus on tourism or economic development.

100 points possible

TRANSPORTATION ENHANCEMENT ACTIVITIES

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

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: July 30, 2004
TO: Pat Fisher, ODOT TE Program
FROM: Rod Park, Metro Councilor District 1
JPACT Chairman
SUBJECT: Recommendations for Transportation Enhancements (TE) Program Screening Process

* * * * *

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

- North Killingsworth / I-5 Overcrossing – NE Portland
- Waud Bluff Trail – NE Portland
- Fanno Creek Trail – Tigard
- NE Marine Drive Bike and Intersection Improvement – NE Portland
- South Metro Amtrak Station (Phase 2) – Oregon City
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- Tualatin Valley Highway Pedestrian Crossing Enhancements and Safety Awareness Campaign – TriMet

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

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Metro Region
8 Selections*
2 Alternates

PROJECTS RECOMMENDED*	Project	Est. Rec.	Match	Other \$	Total Cost
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**ODOT Region 1 Recommendations for DRAFT 06-09 STIP
(OTC Not Reviewed)**

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
Region 1 Modernization Projects (\$49.7M)						
2868	Boeckman Road Extension	Mod	2006	\$2,181	Clackamas	City of Wilsonville - Extend from 95th to 110th, reconstruct Tooze Rd (110th to Graham F)
2869	2006 Mod Reserve*	Mod	2006	\$3,892	Various	
3718	I-205/Mall LRT Unit 1	Mod	2006	\$7,500	Clack/Mult.	I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail (\$23M to
3763	US26: Connection to Springwater Industrial Area (D-STIP)	Mod	2006	\$2,000	Multnomah	Refinement plan/NEPA - access needs US26 to Springwater Industrial Area
3958	US30B: Pres/Mod Refinement Plan (DSTIP)	Mod	2006	\$100	Multnomah	US30 Bypass - Refinement plan - MOD/PRES elements - St. Johns to MLK
2076	I-5: Victory Blvd. - Lombard St. Section (PE in 2006 & UTL in 2007)	Mod	2006/2007	\$1,987	Multnomah	Const. funding under OTIA 3 fed. Earmark - add 3rd lane I-5 SB (Delta Park - Columbia Blvd)
2874	I-205:Willamette Rvr Br - Pacific Hwy (Aux Lanes I-5 to Stafford Rd)	Mod	2007	\$7,000	Clackamas	Related to Pres proj. w/same KN. Total = \$45,058m Widen lanes between MPs 0.0 - 3.1 (aux I
2884	2007 Mod Reserve*	Mod	2007	\$438	Various	
2885	US26: Sunset Hwy @ Glencoe Rd. Interchange (D-STIP)	Mod	2007	\$522	Washington	Refinement plan - Rebuild and widen Glencoe Rd overcrossing - clearance/seismic
3719	I-205/Mall LRT Unit 2	Mod	2007	\$10,500	Clack/Mult.	I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail (\$23M to
3720	I-205/Mall LRT Unit 3	Mod	2008	\$5,000	Clack/Mult.	I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail (\$23M to
3955	2008 Mod Reserve*	Mod	2008	\$4,604	Various	
3759	Pedestrian & Bicycle Elements for Pres projects	Mod	2009	\$1,000	Various	Funds used to supplement pres. projects to integrate ped/bike facilities.
3762	Sellwood Bridge EIS (D-STIP)	Mod	2009	\$1,500	Multnomah	Refinement plan/NEPA - leading to replacement of Sellwood Bridge
3953	US26: Langensand Rd - Brightwood Loop Rd	Mod	2009	\$1,500	Clackamas	Project is related to Safety KN 12840. Corridor safety improvements pending further scoping
OTIA 1						
3838	E. Columbia Blvd.-Lombard St Connector	Mod	2007	\$24,765	Multnomah	Construct new wider underpass & at-grade intersection, Proj. applied for OTIA 3 FAC (\$3.5m)
OTIA 3						
Statewide Significance (\$20M / \$100M)				All OTIA 3 project funding based on 2004 dollars (uninflated)		
	I-5 Columbia River Crossing (Portland/Vancouver)	Mod	2008	\$5,000	Multnomah	Pre-EIS / EIS / Alternatives Analysis
	OR212 / 224: Sunrise Corridor (I-205 - Rock Creek)	Mod	2008	\$10,000	Clackamas	Total funding = \$20M OTIA 3, new highway, connecting OR 224/I-205 - OR 224/212 (Rock Cr.
	I-5 to OR 99W Tualatin - Sherwood Connector	Mod	2009	\$5,000	Washington	Total funding = \$10M OTIA 3
Federal Earmark (\$54.58M / \$200M)						
2076	I-5: Victory Blvd. - Lombard St. Section (Const. phase 2007)	Mod	2007	\$29,100	Multnomah	Additional funding under Region 1 Mod for PE/Utilities
6025	OR 217: Tualatin Valley Hwy - US 26	Mod	2008	\$25,480	Washington	Funding for Construction phase
Mod / Equity (\$38M / \$100M)						
2451	Sunnyside Road (phase 3)	Mod	2008	\$8,750	Clackamas	Widening from 152nd to 172nd
2454	OR212 / 224: Sunrise Corridor (I-205 - Rock Creek)	Mod	2008	\$10,000	Clackamas	Total funding = \$20M OTIA 3, new highway, connecting OR 224/I-205 - OR 224/212 (Rock Cr.
3301	I-5 to OR 99W Tualatin - Sherwood Connector	Mod	2009	\$5,000	Washington	Total funding = \$10M OTIA 3
3956	I-84 @ Hwy 35 Interchange Improvements (DSTIP)	Mod	2009	\$2,250	Hood River	Proj. dev. to address congestion and sight dist. problems at I-84 Overcrossing of OR 35 Spur
3957	US26 @ Hwy47 Hares Canyon State Park	Mod	2009	\$5,000	Washington	Intersection improvements to new state park
3980	Dubarko Rd Extension	Mod	2009	\$1,000	Clackamas	City of Sandy - Street extension including a bridge
3976	US 30: Havlik Road Intersection (Signalized Intersection)	Mod	2009	\$1,000	Columbia	City of Scappoose - signalized intersection to tie into a new city street.
3964	2009 Mod Reserve*	Mod	2009	\$5,604	Various	
Freight Mobility / Ind. Access / Job Creation (\$44.06M / \$100M)						
	NE 257th Ave Improvements (Gresham)	Mod	2008	\$4,800	Multnomah	Improve NE 257th between Division and Powell Valley Rd
	NE 47th Intersection Rdway Improve (Portland)	Mod	2008	\$3,330	Multnomah	Widen and channelize intersections at NE Cornfoot & at NE Columbia
	NE Alderwood Air Cargo Access Improve (Portland)	Mod	2008	\$2,090	Multnomah	Widen/channelize/signalize intersection at 82nd & at Columb.
	NE Cornfoot Air Cargo Access Improve	Mod	2008	\$830	Multnomah	Widen/channelize/signalize intersections.
	North Leadbetter Extension Overcrossing (Portland)	Mod	2008	\$6,000	Multnomah	Extend to Terminal 6/Marine Dr. incl/ rail overcrossing
	N. Macadam Ave / South Waterfront	Mod	2008	\$15,000	Multnomah	Improvements to serve South Waterfront development
	N. Going Street Bridge Replacement Project	Mod	2008	\$3,000	Multnomah	Bridge to serve industrial users/development at Swan Island
	North Lombard Access Improvements (Portland)	Mod	2009	\$3,610	Multnomah	Improve access/mobility to Rivergate and industrial areas
	Terminal 4 Entrance Improvements (Portland)	Mod	2009	\$1,000	Multnomah	Consolidate driveways
	US 30: Lake Yard Hub Facility Address Improve	Mod	2009	\$2,400	Multnomah	Provide turn lane on US30 for trucks, signalization at entr.
	West Lane Road - Scappoose	Mod	2009	\$2,000	Columbia	Improve road between US30 and Scappoose Airport
Region 1 Total for Modernization Projects				\$231,733	Region 1	

* Mod reserves are programmed to cover cost overruns, potential shortfalls in anticipated federal earmarks, and PE and RoW costs needed for construction projects to be scheduled in 2010, 2011, 2012.

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

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
Region 1 Operations Projects						
0699	Region 1 Traffic Signal Upgrade Unit 3	Ops	2006	\$1,196	Various	
2865	Region 1 ATMS Hardware & Software (Ph 8)	Ops	2006	\$1,009	Various	
3701	Region 1 Rural Variable Message Signs	Ops	2006	\$240	Various	
0873	Region 1 Traffic Loop Repair Unit 14	Ops	2007	\$886	Various	
0874	Region 1 Traffic Signal Upgrade Unit 4	Ops	2007	\$938	Various	
2881	Reg. 1 ATMS Hardware & Software (Ph 9)	Ops	2007	\$938	Various	
3699	Portland Area Variable Message Signs	Ops	2007	\$820	Multnomah	
3700	2008 ITS Rural Corridor	Ops	2008	\$1,287	Various	
3733	2008 Traffic Loop Replacement	Ops	2008	\$351	Various	
3736	2008 ITS Urban Corridor	Ops	2008	\$1,287	Various	
3738	2008 Signal Upgrades	Ops	2008	\$994	Various	
3740	2008 Operations PE & R/W	Ops	2008	\$1,544	Various	
3788	2008 ITS Misc. Hardware & Software	Ops	2008	\$585	Various	
3947	2007 ITS Urban Corridor	Ops	2008	\$885	Various	
3717	US26: Mt Hood Hwy MP 49.60 - MP 50.00 (Rockfall)	Ops	2009	\$5,110	Clackamas	
3734	2009 Loop Replacement	Ops	2009	\$365	Various	
3735	2009 ITS Rural Corridor	Ops	2009	\$1,095	Various	
3737	2009 ITS Urban Corridor	Ops	2009	\$1,095	Various	
3739	2009 Signal Upgrade Project	Ops	2009	\$1,034	Various	
3741	2009 operations PE & R/W	Ops	2009	\$1,621	Various	
3789	2009 ITS Misc. Hardware & Software	Ops	2009	\$487	Various	
Region 1 Total for Operations				\$23,767	Region 1	
Region 1 Preservation Projects						
2855	OR99E: SE Kellogg Cr. MP 9.19	Pres	2006	\$5,731	Clackamas	
2872	OR224: SE 17th Ave. - E. Portland Fwy.	Pres	2006	\$4,073	Clackamas	
2856	US26: Jewell Jct - Military Rd	Pres	2006	\$2,796	Clatsop	
2854	OR217: Sunset Hwy - SW 72nd	Pres	2006	\$9,933	Washington	
2870	US30: Columbia Co. Line - Swedetown Rd	Pres	2007	\$4,046	Columbia	
3715	US 26: E. Mountain Air Dr. - E. Lolo Pass Rd.	Pres	2008	\$2,411	Clackamas	
3716	US 26: MP 44.03 - MP49.2	Pres	2008	\$2,135	Clackamas	
3708	US 30: Yeon Steet Preservation	Pres	2008	\$2,605	Multnomah	
3712	US26: SE 51st - I-205 (East Portland Freeway)	Pres	2008	\$2,000	Multnomah	
3713	US 26: MP37.26 - MP39	Pres	2008	\$1,353	Multnomah	
3972	Reserve PE & RW Preservation 2008	Pres	2008	\$726	Various	
3970	Reserve Utilities Preservation 2008	Pres	2008	\$292	Various	
3706	OR224: Jct Hwy 172 - Jct Hwy 161	Pres	2009	\$3,146	Clackamas	
3709	OR213: MP7.7 - MP 10.75	Pres	2009	\$1,275	Clackamas	
3710	OR213: S. Henrici Road - S Monte Carlo Wy	Pres	2009	\$813	Clackamas	
3971	Reserve Utilities Preservation 2009	Pres	2009	\$304	Various	
3973	Reserve PE & RW Preservation 2009	Pres	2009	\$754	Various	
3707	US26: North Plains - Cornell Rd	Pres	2009	\$9,536	Washington	
Interstate Maintenance Preservation Projects						
2839	I-84: Sandy River - The Dalles (Fencing)	Pres	2006	\$1,697	Various	
2858	I-5: Capitol Hwy - Tualatin River	Pres	2006	\$13,757	Washington	
2874	I-205: Willamette Rvr Br. - Pacific Hwy	Pres	2007	\$35,290	Clackamas	Related to MOD proj w/same key number. Total = \$45,058m MP0.0 to 8.8 overlay, signage
3702	I-5: Wilsonville - Tualatin River	Pres	2008	\$17,441	Clackamas	
3704	I-405: Stadium Freeway Rut Mitigation Project	Pres	2009	\$13,167	Multnomah	
3705	I-84: Multnomah Falls - Cascade Locks	Pres	2009	\$15,713	Multnomah	
3703	I84:East Portland Freeway - 181st Avenue	Pres	2009	\$8,895	Multnomah	
Region 1 Total for Preservation Projects				\$159,889	Region 1	

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

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
Region 1 Safety Projects						
2904	OR99E: Pacific Hwy East @ Territorial Rd.	Safety	2006	\$2,973	Clackamas	
3742	Reserve Utilities Safety 2006	Safety	2006	\$270	Various	
2863	I-5: Nyberg Rd.-Boone Bridge Section	Safety	2006	\$1,930	Washington	Project is being funded with Interstate Maintenance
2861	OR219 @ Burkhalter Rd/ Simpson Rd	Safety	2006	\$1,503	Washington	
1967	US26: West Ski Bowl - Government Camp Loop	Safety	2007	\$1,961	Clackamas	
2876	OR213: S. Conway Dr.-S. Henrici Rd.	Safety	2007	\$5,740	Clackamas	
2877	OR212: Tong Rd. - WyEast Ave.	Safety	2007	\$4,698	Clackamas	
3163	SE 82nd Ave @ Stone Rd.	Safety	2007	\$708	Various	
3743	Reserve Utilities Safety 2007	Safety	2007	\$281	Various	
2840	US 26: Langensand Rd - Brightwood Loop Rd	Safety	2008	\$3,813	Clackamas	Project is related to Mod KN 13953.
3723	OR213: Cascade Hwy S. @ S Mulino Rd [Left turn]	Safety	2008	\$1,166	Clackamas	
3724	OR213: Cascade Hwy S @ S Barnards Rd	Safety	2008	\$909	Clackamas	
3729	LED Upgrade - Region wide	Safety	2008	\$351	Various	
3732	2008 Button Replacement Program	Safety	2008	\$351	Various	
3744	Reserve PE & RW Safety 2008	Safety	2008	\$4,175	Various	
3764	2008 Safety Project	Safety	2008	\$468	Various	
3974	Reserve Utilities Safety 2008	Safety	2008	\$292	Various	
3725	OR 219: Midway - McFee Creek	Safety	2008	\$1,235	Washington	
3728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)	Safety	2009	\$1,015	Clackamas	
3722	US 26: Salmonberry Road - Viewpoint Sec. (Tillamook State Forest)	Safety	2009	\$1,425	Washington	
3730	Reserve PE & RW Safety 2009	Safety	2009	\$4,350	Various	
3731	2009 Button Replacement Program	Safety	2009	\$365	Various	
3765	2009 Safety Project	Safety	2009	\$487	Various	
3975	Reserve Utilities Safety 2009	Safety	2009	\$304	Various	
3721	OR 219 @ East Laurel Rd.	Safety	2009	\$1,983	Washington	
3977	OR99W: 64th Ave - Canterbury (sidewalk improvement)	Bike/Ped	2006	\$568	Washington	
Region 1 Total for Safety Projects				\$43,321	Region 1	
Region 1 Bridge Projects						
1948	US26: Dennis L Edwards Tunnel (Sunset Hwy) Br. #02552	Bridge	2007	\$9,617	Washington	Replace lining and lighting inside tunnels
Project list includes most up to date information. State and local bridge lists not yet included.						
All projects in the draft 2006-2009 STIP subject to approval by the Oregon Transportation Commission - October 2005						

DRAFT

**Joint Policy Advisory
Committee on Transportation**

August 12, 2004

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

Clackamas County

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Royce Pollard

Mayor

City of Vancouver, WA

Craig Pridemore

Commissioner

Clark County, WA

Roy Rogers

Commissioner

Washington County

Karl Rohde

Councilor, City of Lake Oswego

Cities of Clackamas County

Maria Rojo de Steffey

Commissioner

Multnomah County

Don Wagner

District Administrator

Washington State Department

of Transportation

Bill Wyatt

Executive Director

Port of Portland

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

Dear Chair Foster:

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

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

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

In the course of considering the question, two key issues were addressed that merit further discussion. First, the OTC is interested in JPACT adding business representatives to the membership of JPACT. As many JPACT members are part-time public servants and full-time business owners or employees, they would respectfully point out that they are representatives of the business community. That said, we agree that even stronger ties are needed with the business

community and we have taken steps to accomplish that goal. We are in the process of formalizing a Regional Freight Advisory Committee and a Regional Freight Rail Committee. In addition, we are working closely with the business community to develop a state and regional transportation funding measure.

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

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

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

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

Sincerely,

Rod Park, Chair
Joint Policy Advisory Committee on Transportation



METRO

August 12, 2004

**Joint Policy Advisory
Committee on Transportation**

Rod Park, Chair
Metro Councilor

Rex Burkholder, Vice Chair
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*District Administrator
Washington State Department
of Transportation*

Bill Wyatt
*Executive Director
Port of Portland*

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

Dear Governor Kulongoski:

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

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

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

- Highway congestion will be widespread and will increase dramatically by 2020.
- Delay on the road system due to congestion will cost the freight industry more than \$35 million and motorists more than \$255 million every year.
- The region's bus and rail transit system will be unable to carry the demand on existing routes or provide service to developing areas, thereby undermining the region's livability and mobility goals.

The total requirement to achieve the region's goals is \$7.6 billion over 20 years, or more than \$380 million per year. Revenue sources identified to date will generate less than half that amount.

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

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

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

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

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

Sincerely,

David Bragdon, President
Metro Council

Rod Park, Chair
Joint Policy Advisory
Committee on
Transportation, Metro
Council District 1

Jay Waldron, Chair
Transportation Investment
Task Force

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

JPACT Finance Strategy

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

2. Legislative Proposal

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

- a. A Road funding package consisting of:
 - i. 2 cents for Operations & Maintenance – Increase the gas tax and equivalent weight-mile tax with the standard 50/30/20 split to ODOT/Counties/Cities to provide funding for maintenance and preservation. The OTIA I, II and III packages have been predominately for Modernization and Bridge repair and replacement. As a result, ODOT, city and county levels of maintenance have fallen behind.
 - ii. OTIA 4 – Support an increase in the vehicle registration fee and titling fee for the next \$500 million OTIA Modernization funding package. Provide that metropolitan planning organizations (MPOs) will receive the share of the funds raised in their boundary to suballocate to priority transportation projects if they are able to match the funds with an equal local share. The combined amount would be allocated by the MPO to specific Modernization projects on the state highway system and city and county roads and streets.

If the MPO chooses not to seek suballocated funds, projects would be selected by ODOT and the OTC through a statewide competitive process.

- b. A multi-modal lottery funding package consisting of:
 - i. Lottery funds for Milwaukie LRT – Extend the \$10 million per year of lottery bonding authority now committed to the Westside LRT beyond 2010 to provide 50% of the local match for the Milwaukie LRT project. These funds would be subject to the region raising the remainder of the local match, through a ballot measure or other means. If successful, TriMet would be able to receive federal funds for this project starting in 2008.
 - ii. Lottery funds for intermodal passenger and freight rail improvements – Link to the Governor’s proposal to develop funding for track improvements that would address the 10 freight rail bottlenecks in the Portland region and allow for the addition of added passenger rail service in the Eugene-Portland-Seattle corridor as part of a statewide rail initiative. This would require the development of a method for apportioning cost responsibilities to the railroads vs. the public sector for these improvements.
- c. ODOT funding for bus replacement and transportation demand management – Continue the commitments from ODOT for bus replacements at \$4 million for the biennium and for TDM at \$1.6 million for the biennium.
- d. Initiate an updated Transportation Finance Study in preparation for the ’07 Legislature. The last comprehensive Roads Finance Study was completed in 1993. It is important that it be updated and extended to include the full multi-modal transportation system. This would provide the vehicle to support future legislative proposals and re-examine various allocation formulas and methods.

COUNCILOR SUSAN MC LAIN

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1553 | FAX 503 797 1793



METRO

August 5, 2004

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

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

Dear Mr. Leybold:

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

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

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

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

Providing MTIP funding for the trail extension will compliment the significant investment the City of Hillsboro has already made in creating a flourishing, balanced sense of place. The total

August 5, 2004

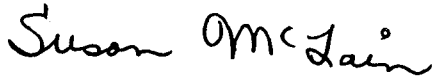
Page 2

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

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

Thank you for considering this request.

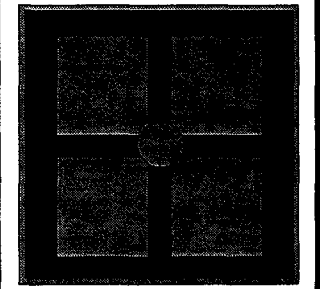
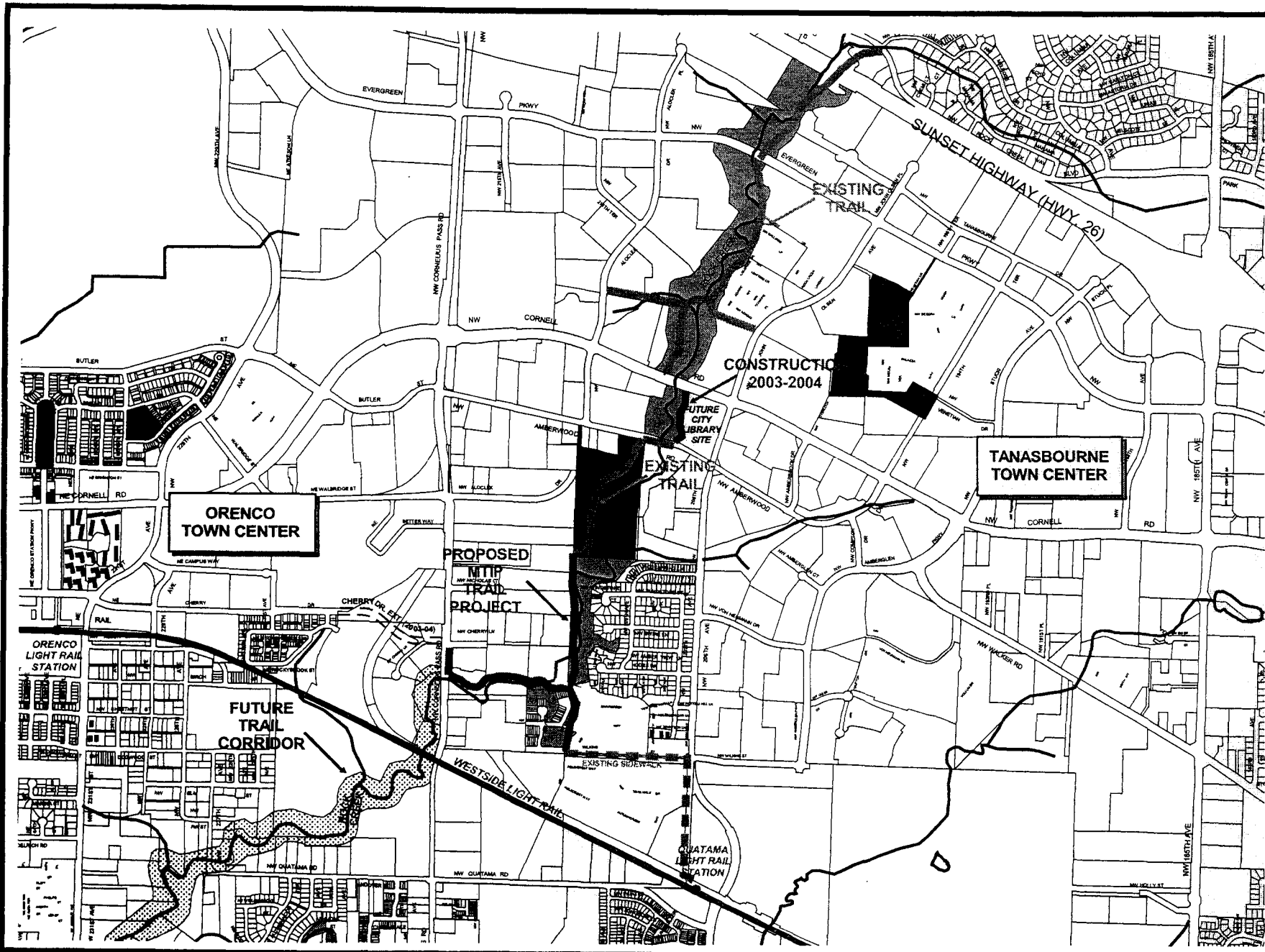
Sincerely,

A handwritten signature in cursive script that reads "Susan McLain".

Susan McLain
Metro Councilor, District 4

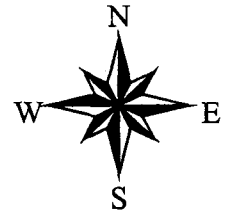
Enc. Rock Creek Trail Map

cc: Metro Council
Members of JPACT
Michael Jordan, Metro
Mary Ordal, City of Hillsboro



**CITY OF HILLSBORO
PARKS & RECREATION**
**ROCK CREEK
PATHWAY**
HWY. 26 TO
CORNEILUS PASS RD.

-  EXISTING TRAIL
-  TRAIL UNDER DEVELOPMENT
-  PROPOSED TRAIL
-  EXISTING SIDEWALK
-  DEVELOPED PARK
-  FUTURE PARK
-  CITY OPEN SPACE



0 500 1000 1500 Feet

Joint Policy Advisory Committee on Transportation

Thursday, August 12, 2004

7:15 a.m.

SIGN-IN SHEET

Name	Title	Signature
Ray Rogers	Washington County	
Kathy Basse	" "	
LAUREL WENTWORTH	CITY OF PORTLAND	
Randy Tucker	Metro	
Richard Gray	POD	
Steve Clark	Community Newspapers/Portland Tribune	
EDITHA BARNES	WSDOT Train Commissioner	
MARK GARBITY	WSDOT	
Dave Nordberg	ODEQ	
DICK PENDERSEN	ODEQ	
Ron Pappaloff	City of Gresham	
JIM LEAHY	JEF	
JOHN RIST	CLACKAMAS CO.	
Karen Schilling	Multnomah County	
OLIVIA CLARK	TRIMET	
Phil Schran	TriMet	
Ann Gardner	Schnitzer Investment	
Jeff Dalin	Councilor, City of Cornelius	
Robin Katz	Port of Portland	
Lenny Anderson	Siem Island TMA	
TOM KLOSTER	METRO	
Lance Lindahl	Metro	
Ted Heybold	metro	
REBECCA EISINGER	PORT OF VANCOUVER	
John Fratt	Port of Vancouver	
Danielle Cowan	City of Wilsonville	
Patty Blufford Montgomery	Metro	
Jeff King	City of Milwaukee	
Rob de Groot	ODOT	
Deborah Mulder	PSU	
MARK TURPEL	Metro	
Larive Smith	ODOT	
Mike Clark	WSDOT	