

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING ) RESOLUTION NO. 03-3348  
INTENT TO AMEND THE REGIONAL )  
TRANSPORTATION PLAN (RTP) TO INCLUDE ) Introduced by Councilor Rod Park  
I-205 AUXILIARY LANES FROM I-5 TO THE  
STAFFORD RD INTERCHANGE.

WHEREAS, The Regional Transportation Plan (RTP) sets forth policies for maintaining minimum levels of mobility and freight access along major highway corridors; and

WHEREAS, the RTP identifies the Interstate-205 Corridor as a major mobility and freight corridor that will require a number of improvements to continue to function acceptably in response to expect growth in the region over the next 20 years; and

WHEREAS, the RTP is scheduled for a periodic update in 2003-04 to respond to new economic, social, environmental and travel conditions; and

WHEREAS, the proposed I-205 auxiliary lane amendment to the RTP has been demonstrated to be consistent with these and other regional policies set forth in the plan; and

WHEREAS, the proposed I-205 auxiliary lane amendment has dedicated funding sources that enable the project to be added to the RTP financially constrained system without affecting the status of other projects; now therefore

BE IT RESOLVED that the Metro Council establish an intent to include the proposed I-205 project in the RTP financially constrained system as part of the 2003-04 update, and in doing so directs staff to:

- 1. Include the I-205 auxiliary lane project in preliminary RTP project lists and technical analyses, review and comment;
- 2. Include the I-205 project costs and associated revenues in the RTP financial analysis; and
- 3. Evaluate the I-205 project as part of the RTP analysis of consistency with the federal Clean Air Act.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2003

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 03-3348, FOR THE PURPOSE OF ESTABLISHING INTENT TO AMEND THE REGIONAL TRANSPORTATION PLAN (RTP) TO INCLUDE I-205 AUXILIARY LANES FROM I-5 TO THE STAFFORD RD INTERCHANGE.

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Date: June 17, 2003

Prepared by: Tom Kloster

### **BACKGROUND**

The Oregon Department of Transportation (ODOT) is seeking to construct auxiliary lanes on Interstate-205 between the Interstate-5 interchange and Stafford Road Interchange to address localized traffic congestion on this major interstate commuter and freight route. ODOT seeks to amend the Regional Transportation Plan (RTP) to identify this improvement as a Financially Constrained project as part of Metro's upcoming RTP Update in 2003-04.

ODOT has programmed a roadway preservation project for FY 2007 on I-205 from I-5 to the Willamette River. A preliminary assessment of pavement conditions in the section of I-205 between I-5 and the Stafford Rd Interchange indicates that major reconstruction of the outside lanes will require the construction of parallel, temporary detour travel lanes for up to one year, in order to allow for construction staging. Federal rules guiding roadway preservation projects would normally require the removal of these temporary detour lanes following completion of re-paving. However, a unique opportunity exists for the region to address a major operational problem in the vicinity of the I-205/I-5 interchange by converting these temporary detour lanes to permanent auxiliary lanes at a small additional cost.

This section of I-205 is part of a major interstate commuter route and designated freight route in both regional and state transportation plans, serving the rapidly growing south metro area, as well as providing a connection to major trade and tourism activity centers in the region. It currently (2001) experiences average daily traffic volumes of 80,000 to 89,000 vehicles (39,000 to 43,500 eastbound and 40,500 to 45,500 westbound). Truck traffic comprises 7.7 percent of the total traffic volume (6,160 to 6,850 average daily truck trips). This heavily traveled truck route serves a number of major industries in the region:

- It is a principal connection to Portland International Airport for many of the high-tech industries located in the south metro area (i.e., Wilsonville, Tualatin), including Xerox Corporation, Mentor Graphics, Hollywood Video, and In-Focus.
- Major warehouse/distribution centers located near I-205 (Fred Meyer, Safeway, Albertsons) and I-5 (Rite Aid, Sysco Food Services) also use this route.

### ***Relationship to the Regional Transportation Plan***

The proposed improvements are consistent with RTP motor vehicle policies to provide for long-distance, high-speed, interstate, inter-region and intra-region travel, and statewide connections to and from the region.

## ***Funding***

Adding the auxiliary lanes project to the Financially Constrained system of the RTP will not affect the funding status of other projects listed. The bulk of the expense of adding the lanes will be covered under ODOT's Preservation Program. The rest of the cost will be new funds obtained through federal appropriations. Representative Hooley has also expressed a strong interest in pursuing earmarking for this operational improvement. Therefore, the project can be added to the RTP without affecting other projects in the plan. However, because the project adds lane capacity, it must also be considered as part of an updated analysis of the RTP for consistency with the federal Clean Air Act. This work will occur as a routine component of the 2003-04 RTP update, and is not triggered by the proposed addition of this project to the plan.

## ***Conclusions***

The proposed auxiliary lanes are designed to address operational deficiencies and localized congestion in this section of I-205. As such, they would provide *independent utility*, and are not intended as a first phase in widening I-205 east to Oregon City with additional travel lanes. ODOT has programmed budget in the coming biennium for a corridor study of I-205, between I-5 and OR 99E to address issues of need, function, and mode on a more comprehensive basis. This study will have full involvement of the public and affected agencies. The addition of auxiliary lanes in this 1.8-mile section of I-205, between two existing interchanges, would *not* predetermine the outcome of a future corridor study and refinement planning.

The programmed FY 2007 Preservation project of the south I-205 corridor (I-5 to Willamette River) represents a unique opportunity to address a significant operational problem on the regional interstate system, between I-5 Interchange and Stafford Rd. Interchange. The addition of auxiliary lanes within this section of I-205 are consistent with federal, state, regional, and local TSPs, and do not constitute a general travel lane widening of this facility. These improvements would likely not result in a discernable regional impact on air quality conformity, but could be modeled in conjunction with other projects to be amended in the upcoming RTP Update. The project will bring its own funding and not financially affect other projects in the Constrained RTP.

## **ANALYSIS/INFORMATION**

1. **Known Opposition:** There was some conversation at TPAC regarding the need for the permanent auxiliary lanes. ODOT agreed to distribute their analysis of the need for the lanes to TPAC and JPACT members prior to JPACT consideration in July.
2. **Legal Antecedents:** None.
3. **Anticipated Effects:** This resolution would establish an intent to incorporate the proposed I-205 auxiliary lanes project into the 2003-04 RTP update, and direct staff to complete the needed technical work to include this project in the updated plan.
4. **Budget Impacts:** None

## **RECOMMENDED ACTION**

Approval of Resolution No. 03-3348.

## **Traffic Analysis**

### **I-205: I-5 to Stafford Road Interchange**

ODOT has programmed a preservation project along I-205 between the I-5 Interchange and Stafford Rd. Interchange. To maintain traffic flow along the corridor during the preservation work, temporary detour lanes will need to be constructed. This presents an opportunity for the region to address significant localized traffic congestion on this major interstate commuter and freight route by retaining these *temporary* detour lanes as *permanent* auxiliary lanes. ODOT seeks to amend the RTP to identify this improvement as a Financially Constrained project, and to be included in Metro's RTP Update process this summer and fall.

See accompanying staff report for a full description of the background and benefits of this proposal. TPAC approved this recommendation on the condition that ODOT provide more details on the traffic analysis.

A traffic analysis has been performed to evaluate the traffic operations on I-205 between I-5 and Stafford Road for the existing year 2001 and forecast year 2025. An evaluation was also made to determine the operational performance for I-205 with the addition of auxiliary lanes.

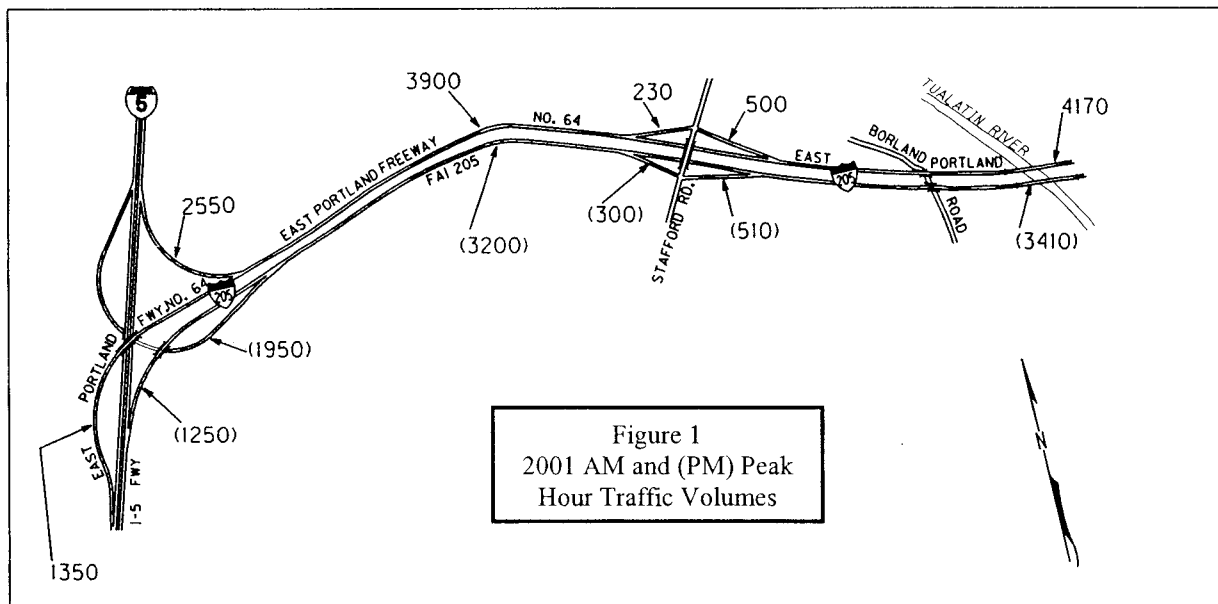
#### **Principal Findings**

The following traffic analysis describes the current operational constraints and lane imbalances in this section of I-205. The performance of this section of interstate freeway is currently operating at Level of Service (LOS) "F". This section of I-205 will continue to deteriorate in the future. Primary issues are summarized below:

- The majority of the cost of constructing permanent auxiliary lanes will be covered under the larger Preservation project (I-5 to Willamette River) which will need to construct temporary detour lanes in the I-5 to Stafford Road section.
- Congresswoman Darlene Hooley has expressed strong support for this project, and is committed to seeking federal funds to accomplish construction, scheduled for construction in October, 2006.
- This section of I-205 is an area of localized congestion due to difficult merge/weave conditions.
- The difficult merge/weave conditions are a function of lane imbalances between the 6-lane I-5 and 4-lane I-205 facilities at different times of day and direction of major traffic movements. (i.e., some ramp movements are much heavier than others).
- The project has 'independent utility' in addressing this bottleneck. Auxiliary lanes will provide for a smoother transition of traffic movements through this freeway to freeway connection, as well as allow more distance to execute merge/weave operations between these two interchanges.
- The project has 'stand-alone' benefit to address *existing* localized congestion, and does not represent the first step to widening all of south I-205 corridor. ODOT will initiate a corridor study of south I-205 corridor in the coming fiscal year to provide a forum for addressing future need, function, and configuration of the corridor, including land-uses issues.

## Existing 2001 Traffic Conditions

I-205 is part of a major interstate commuter route and designated freight route, serving the fast growing south metro area, as well as providing a connection to major trade and tourism activity centers in the region. It currently carries approximately 85,000 vehicles a day within the study section, with trucks accounting for 15% of the traffic (1/2 heavy trucks/1/2 medium trucks). The critical peak hour traffic volumes for the existing year 2001 on I-205 are shown in Figure 1 below. Analysis of the traffic volumes reveal that I-205 within the study section currently operates at level of service (LOS) F during the a.m. peak period in the southbound direction and during the p.m. peak period in the northbound direction. The failing LOS is a result of the turbulence and congestion created by the inadequate merge/weave conditions, poor lane balance and a high mix of truck traffic on I-205.



### I-205 NB

Figure 2 below illustrates the existing lane configuration for the ramp connections at the I-5/I-205 interchange. As shown, there is currently a single lane exiting off from northbound I-5 to northbound I-205 at the I-5/I-205 interchange. The second northbound lane on I-205 mainline develops immediately east of the northbound I-5 exit-ramp gore area. The ramp connection from northbound I-5 carries approximately 1,250 vehicles in the p.m. peak hour. The existing two lanes exiting off from southbound I-5 taper into a single lane and merge onto the two northbound lanes on the I-205 mainline formed by the ramp connection from northbound I-5. The exit-ramp from southbound I-5 carries approximately 1,950 vehicles in the p.m. peak hour, which is considerably higher than the volume that the northbound I-5 ramp connection carries. The heavier movement from the southbound I-5 ramp connection merging onto I-205 causes poor lane distribution and operations, resulting in frequent traffic queues in the peak period and creating a bottleneck in the study section.

### I-205 SB

I-205 southbound in the study area is primarily a two-lane section with the third lane developing on the outside at the SW 65<sup>th</sup> Avenue overpass structure just prior to the I-5

interchange. At the interchange with I-5, the short three lane section provides a two-two lane split, with the outside lane dedicated for traffic exiting I-205 to northbound I-5 while the middle lane on I-205 allows traffic to access I-5 in either direction. The inside left lane is dedicated only for traffic destined to southbound I-5. As shown in Figure 1, there is currently a much higher volume of traffic heading to northbound I-5 than to southbound I-5 in the critical a.m. peak hour, which causes a lane imbalance and poor level of service in the upstream two-lane mainline section.

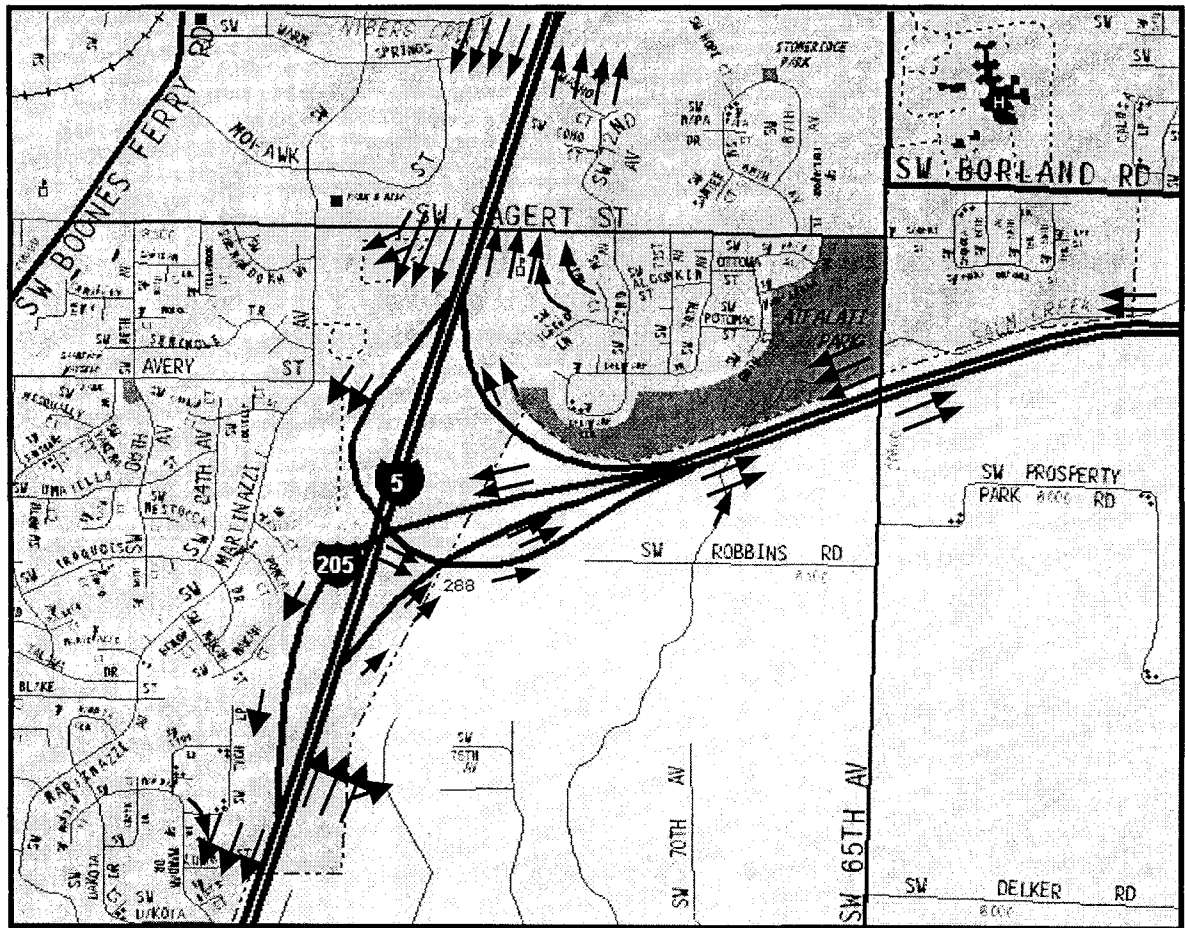


Figure 2  
Existing Lane Configuration at the I-5/ I-205 Interchange

**2001 Conditions with Addition of Auxiliary Lanes**

The Build Alternative proposes to construct an auxiliary lane in each direction on I-205 between I-5 and Stafford Road. In the northbound direction, the auxiliary lane would begin from the ramp connection from northbound I-5 and terminate at the Stafford Road exit-ramp. This would result in better merge/weave conditions and the LOS would improve to “C-D.” In the southbound direction, the auxiliary lane would develop from the Stafford Road entrance ramp and would be carried through as a third travel lane to connect with the existing third

southbound lane located at the SW 65<sup>th</sup> Avenue overpass structure. This would create better lane balance in the section and the operations would improve to LOS “C-D.” The addition of auxiliary lanes will reduce current congestion in this section of the interstate freeway.

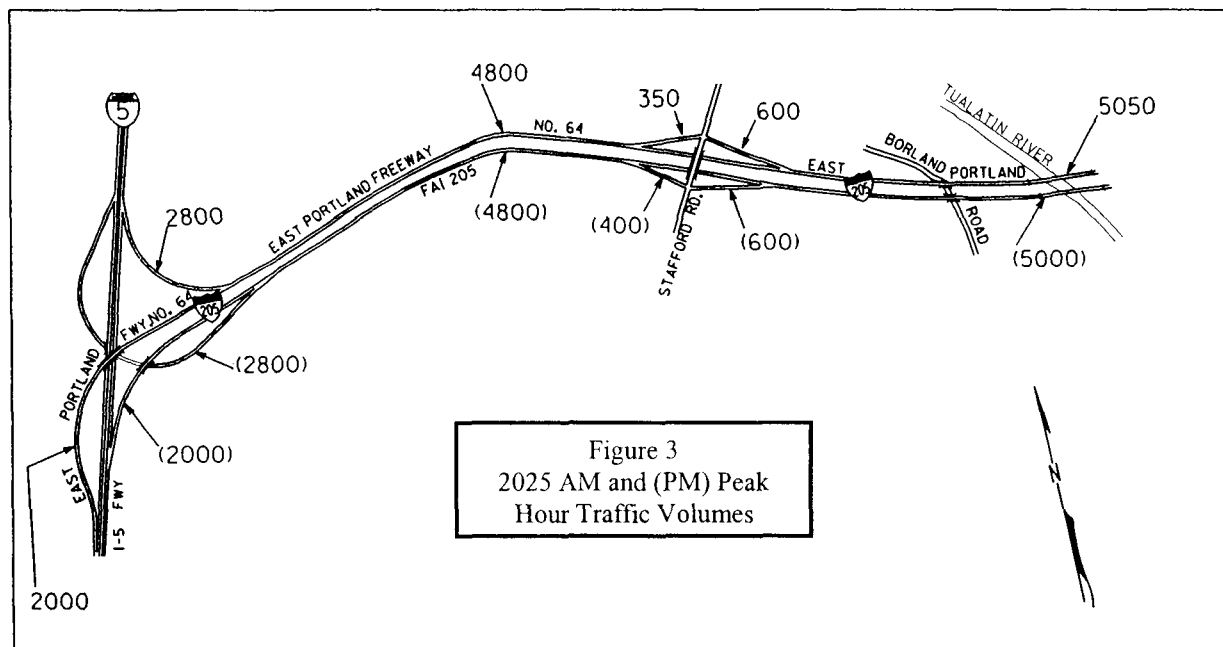
### 2025 No-Build Conditions

With increase in traffic demand in the future to approximately 120,000 ADT, the lane imbalance in both northbound and southbound directions of I-205 would become more severe and the failing traffic operations would persist, resulting in longer period of traffic congestion.

### 2025 Build Conditions

Under the Build Alternative, the addition of auxiliary lanes would provide better lane balance and improve traffic operations, especially by allowing traffic to have more time and longer distance to make decisions for picking gaps when making lane changes or weaving maneuvers. I-205 is expected to operate at LOS “D-E” in year 2025 in both directions in the peak periods. Estimated 2025 traffic volumes are shown in Figure 3. The forecast volumes were developed based on Metro's 2020 Financial Constrained Travel Demand model.

Based on the Metro Travel Demand model and assumed land-uses in the corridor, the provision of auxiliary lanes between I-5 and Stafford Road interchange will *not* move the point of congestion from the vicinity of the I-5/I-205 interchange to the Stafford Road interchange for approximately 10 – 12 years. Through-traffic volumes along the south I-205 corridor will eventually reach such volumes that the friction that occurs in the transition from a 3-lane roadway to a 2-lane roadway will lead to increasing congestion, even though ramp volumes at Stafford Road interchange will themselves not increase significantly, based on assumed land uses.





**I-205 x Stafford Road Interchange**

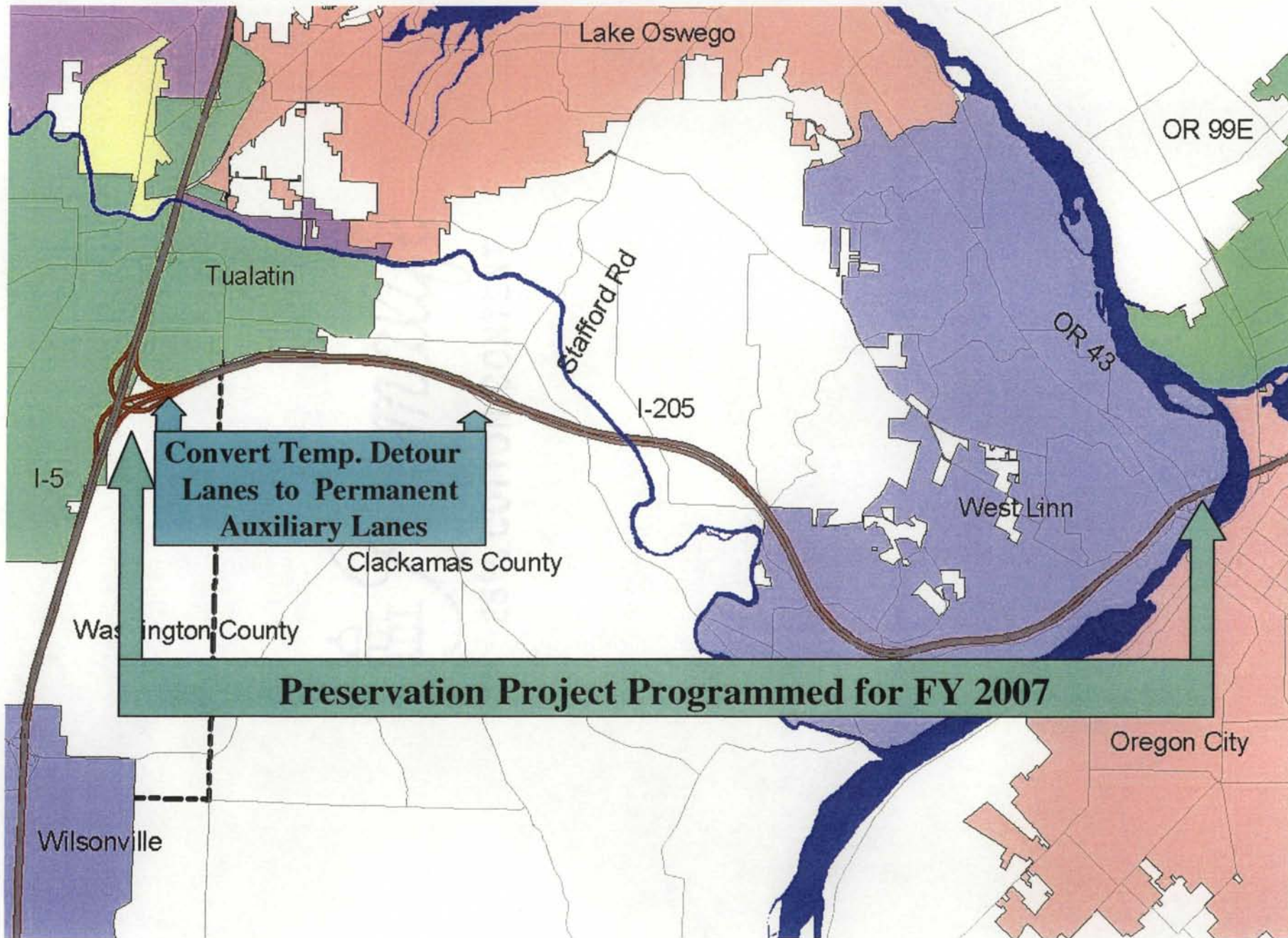




I-5 x I-205 Interchange











Added lane ties into existing third lane

Meridian Rd

Prosperity Park Rd

Widen both structures 18' to the inside

Lane added at Stafford entrance ramp

Stafford Road

Lane added at ramp merge

Transition to/from inside widening

Widen to the inside 3 lanes in each direction plus 12' shoulders on each side

Transition to/from inside widening

Lane dropped between entrance and exit ramps

# I-205: PACIFIC HIGHWAY (I-5) TO STAFFORD ROAD



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING )  
RESOLUTION NO. 01-3098 AND ALLOCATING  
A TRANSIT RESERVE ACCOUNT TO SPECIFIC  
TRANSIT PROJECTS

RESOLUTION NO. 03-3340

Introduced by Councilor Rod Park

WHEREAS, the Metro Council adopted Resolution No. 01-3098, allocating \$4.106 million of regional flexible funds for the federal fiscal years 2004 and 2005 to a transit investment reserve pending completion of a five-year transit investment plan by TriMet, and

WHEREAS, Resolution No. 01-3098 required an amendment to allocate the reserve funds to specific start-up service or capital projects, and

WHEREAS, TriMet has completed its five-year Transit Investment Plan, and

WHEREAS, Consistent with requirements of Resolution No. 01-3098 and the Transit Investment Plan, TriMet has requested the allocation of the transit investment reserve to the start-up service and capital projects specified in Exhibit A and will absorb continued funding of the start-up service costs in fiscal year 2006; now therefore

BE IT RESOLVED that the Metro Council amends Resolution No. 01-3098 to allocate \$4.106 million of the transit investment reserve to the capital projects defined in Exhibit A and substantially similar to the attached map and list of projects in Exhibit B.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2003

\_\_\_\_\_  
David Bragdon, Council President

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

Allocation of Metro Resolution No. 01-3290 "Transit Reserve Account" to specific start-up service and projects.

Start-up Service

TriMet will purchase new buses in the amount of \$2.85 million from the transit reserve account and use general fund monies identified for those bus purchases to provide frequent bus levels of service in the McLoughlin and Barber corridors.

Capital Improvements

TriMet will provide the following capital improvements with funds allocated from the "transit reserve account."

Streamline Treatments = \$348,450 each year in 2004/05

- Signal priority treatments = \$65,000
- Curb extensions and bus zones = \$150,000
- Other priority treatments = \$133,450

Bus Stop Development = \$348,450 each year in 2004/05

- Bus stop sign replacements = \$238,000
- Bus shelter expansion = \$75,000
- Access/ADA improvements = \$35,450

# FY 2004 / 2005 Annual On-Street Capital Improvements

	2 Yr Program
• Continued Streamline treatment	\$ 696,900
• Bus stop sign replacement	\$ 456,450
• Bus shelter expansion	\$ 220,250
• MTIP Total (with match)	\$1,393,800
• Transit Tracker - funded from FTA Section 5307	
• Other Bus Stop and Access Improvements - supported by Washington County MTIP funds	



## MTIP 2004/2005 ANNUAL ON-STREET CAPITAL IMPROVEMENTS LIST

1. TriMet's transit tracker expansion program in FY04 and 05 are funded from a separate FTA Section 5307. Approx 35 new sites are planned per year.
2. In FY04 TriMet will receive an additional \$512,649 for bus shelters and related pedestrian improvements in Washington County. These funds are from FY03 STP.
3. Streamline treatments are inclusive of signal priority upgrades, curb extensions and bus zones, and other capital treatments.
4. To maximize shelter expansion opportunities in FY04, TriMet's existing shelter inventory will be used in lieu of new purchases. This reduces per shelter cost to MTIP.

Rt #	Route Name	LocID	Location	Pos	Dir	Weekly Boardings	Streamline Treatments			Bus Stop Development			Total Cost	Funding Source	City/ Jurisdiction	County	
							Curb Extensions & Bus Zones	Signal Priority Treatments	Other Priority Treatments	Shelter Expansion	Access/ ADA Improvement	Sign Replacement					
<b>Streamline Treatments - \$348,451 per year</b>																	
9	Powell	4666	SE Powell & 26th	NS	E	137		\$ 12,500					\$ 12,500	MTIP 2004	Portland	Multnomah	
9	Powell	4666	SE Powell & 50th/Foster	FS	E	51	\$ 8,000						\$ 8,000	MTIP 2004	Portland	Multnomah	
9	Powell	4667	SE Powell & 52nd	FS	E	114	\$ 7,000						\$ 7,000	MTIP 2004	Portland	Multnomah	
9	Powell	4670	SE Powell & 54th	OP	E	22	\$ 11,900						\$ 11,900	MTIP 2004	Portland	Multnomah	
9	Powell	4673	SE Powell & 5714	AT	E	13	\$ 13,110						\$ 13,110	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & 62nd	--	E	--			\$ 15,000				\$ 15,000	MTIP 2004	Portland	Multnomah	
9	Powell	4666	SE Powell & 72nd	NS	E	19	\$ 10,000						\$ 10,000	MTIP 2004	Portland	Multnomah	
9	Powell	4667	SE Powell & 74th	FS	E	15	\$ 9,435						\$ 9,435	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & 75th	--	E	--			\$ 15,000				\$ 15,000	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & various new stops	--	E	--		\$ 8,750					\$ 8,750	MTIP 2004	Portland	Multnomah	
9	Powell	4700	SE Powell & 87th	FS	W	46	\$ 17,550						\$ 17,550	MTIP 2004	Portland	Multnomah	
9	Powell	4698	SE Powell & 84th	FS	W	67	\$ 9,515						\$ 9,515	MTIP 2004	Portland	Multnomah	
9	Powell	4690	SE Powell & 76th	FS	W	22	\$ 15,065						\$ 15,065	MTIP 2004	Portland	Multnomah	
9	Powell	4688	SE Powell & 74th	FS	W	51	\$ 9,775						\$ 9,775	MTIP 2004	Portland	Multnomah	
9	Powell	4664	SE Powell & 71st	NS	W	75		\$ 12,500					\$ 12,500	MTIP 2004	Portland	Multnomah	
9	Powell	4678	SE Powell & 64th	FS	W	36	\$ 11,650						\$ 11,650	MTIP 2004	Portland	Multnomah	
9	Powell	4672	SE Powell & 56th	FS	W	23	\$ 12,000						\$ 12,000	MTIP 2004	Portland	Multnomah	
9	Powell	4671	SE Powell & 54th	FS	W	36	\$ 15,000						\$ 15,000	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & various new stops	--	W	--		\$ 8,750					\$ 8,750	MTIP 2004	Portland	Multnomah	
9	Broadway	10425	NE Weidler & 15th	NS	E	52		\$ 15,000					\$ 15,000	MTIP 2004	Portland	Multnomah	
14	Hawthorne	2614	SE Hawthorne & 28th	OP	E	58			\$ 26,300				\$ 26,300	MTIP 2004	Portland	Multnomah	
14	Hawthorne	2620	SE Hawthorne & 34th	FS	E	36			\$ 10,400				\$ 10,400	MTIP 2004	Portland	Multnomah	
14	Hawthorne	2623	SE Hawthorne & 37th	FS	E	33			\$ 32,200				\$ 32,200	MTIP 2004	Portland	Multnomah	
40	Tacoma	5665	SE Tacoma & 13th	NS to FS		91		\$ 7,500					\$ 7,500	MTIP 2004	Portland	Multnomah	
72	82nd/Killingsworth	8023	SE 82nd Ave. & Powell	FS	N	462			\$ 34,550				\$ 34,550	MTIP 2004	Portland	Multnomah	
9	Powell	4695	SE Powell & 82nd Ave (Queue Jump Lane)	FS	W	288			\$ 120,000				\$ 120,000	MTIP 2005	Portland	Multnomah	
9	Powell	--	Gresham Signal Priority	n/a	n/a	n/a			\$ 25,000				\$ 25,000	MTIP 2005	Gresham	Multnomah	
9	Broadway	6240	NE Weidler & 7th	NS to FS	E	23	\$ 15,000						\$ 15,000	MTIP 2005	Portland	Multnomah	
9	Broadway	655	NE Broadway & 7th	NS to FS	W	32	\$ 15,000						\$ 15,000	MTIP 2005	Portland	Multnomah	
14	Hawthorne	1819	SE Foster & 82nd	NS to FS	E	198			\$ 13,450				\$ 13,450	MTIP 2005	Portland	Multnomah	
14	Hawthorne	1793	SE Foster & 52nd	NS to FS	W	85	\$ 12,000						\$ 12,000	MTIP 2005	Portland	Multnomah	
14	Hawthorne	--	Foster Road bus zones	n/a	n/a	n/a			\$ 2,000				\$ 2,000	MTIP 2005	Portland	Multnomah	
54	BH Hwy	386	SW BH Hwy & 78th	NS to FS			\$ 25,000						\$ 25,000	MTIP 2005	Beaverton	Washington	
56	Scholls Ferry	8493	SW Scholls Ferry & Hall	NS to FS	N	50	\$ 46,000						\$ 46,000	MTIP 2005	Beaverton	Washington	
57	TV Hwy	--	TV Hwy Priority Treatment (coord. w/ ped. improve.)			n/a	\$ 35,000						\$ 35,000	MTIP 2005	Beav/Hills	Washington	
57	TV Hwy	--	TV Hwy Signal Priority			5530		\$ 40,000					\$ 40,000	MTIP 2005	Beav/Hills/Corvallis/F Grove	Washington	
<b>Subtotal</b>													\$ 696,900				
<b>Sign Replacement Project (\$238k per year) - Includes new pole, sign, and schedule information at each stop.</b>																	
9	Powell	full route	Gresham to CBD	n/a	n/a	8155							\$ 29,000	\$ 29,000	MTIP 2004	Portland/ Gresham	Multnomah
9	Broadway	full route	CBD to 27th	n/a	n/a	2600							\$ 15,100	\$ 15,100	MTIP 2004	Portland	Multnomah
14	Hawthorne	full route	Lents to CBD	n/a	n/a	9210							\$ 15,000	\$ 15,000	MTIP 2004	Portland	Multnomah
4	Divison	full route	CBD to Gresham	n/a	n/a	7010							\$ 25,000	\$ 25,000	MTIP 2004	Portland/ Gresham	Multnomah
12,15,17,19,20,77, etc.	Vary	boundary	NW Portland & Fareless Square	n/a	n/a	30,000 +							\$ 22,000	\$ 22,000	MTIP 2004	Portland	Multnomah
1,6,8,33,72,75	Vary	boundary	Full Routes + N/NE Focus Area Changes	n/a	n/a	15,000 +							\$ 100,000	\$ 100,000	MTIP 2004	Portland	Multnomah
15	Belmont	full route	CBD to Parkrose TC	n/a	n/a	6610							\$ 21,750	\$ 21,750	MTIP 2004	Portland	Multnomah
17	Holgate	full route	Full Route - CBD to 136th/Powell	n/a	n/a	4860							\$ 21,600	\$ 21,600	MTIP 2005	Portland	Multnomah
17	NW 21st	remaining	NW Portland to Sauvie Island	n/a	n/a	1600							\$ 13,000	\$ 13,000	MTIP 2005	Portland	Multnomah
77	Broadway-Halsey	remaining	NW Portland to Troutdale	n/a	n/a	4300							\$ 31,500	\$ 31,500	MTIP 2005	Portland/ E County	Multnomah
20	Burnside-Stark	remaining	Gresham to Beaverton	n/a	n/a	8000							\$ 70,500	\$ 70,500	MTIP 2005	Gresham/ Portland/ Beaverton	Multnomah/Washington
54	BH Hwy	full route	CBD to Beaverton	n/a	n/a	2490							\$ 16,000	\$ 16,000	MTIP 2005	Portland/ Beaverton	Multnomah/Washington
56	Scholls Ferry	portion	BH Hwy to Washington Square	n/a	n/a	900							\$ 7,000	\$ 7,000	MTIP 2005	Portland/ Tigard	Multnomah/Washington

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 03-3340, FOR THE PURPOSE OF AMENDING RESOLUTION NO. 01-3098 AND ALLOCATING A TRANSIT RESERVE ACCOUNT TO SPECIFIC TRANSIT PROJECTS

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Date: May 28, 2003

Prepared by: Andrew C. Cotugno

## BACKGROUND

During the previous allocation of regional flexible transportation funds by JPACT and the Metro Council, \$4.106 million was set aside in a "transit reserve account", rather than allocated to specific project applications, until TriMet completed a five-year capital investment plan. The purpose of the plan was to portion of the 20-year Regional Transportation Plan and to provide a short-term capital framework for coordination with yearly transit operations planning.

TriMet has completed the five-year capital investment plan and has submitted a list of capital projects and start-up service proposed for funding through the transit reserve account. This proposal is consistent with the five-year capital plan, the 2000 Regional Transportation Plan and with current service planning efforts at TriMet.

The list includes a final allocation to the start-up of frequent bus service (15 minute or better frequencies between buses for most of the day seven days a week, plus associated capital improvements) on McLoughlin Boulevard and Barber Boulevard. The total cost of providing this service will be absorbed by TriMet in fiscal year 2006. Regional flexible funds will be used to purchase buses that TriMet would otherwise need to purchase with TriMet general fund monies and TriMet will use those general fund monies to provide the frequent bus service.

The list also includes capital improvement on frequent bus corridors. These improvements include shelters, sidewalk and street crossing improvements at bus stops, real time bus information at stops (transit tracker), and intersection improvements such as signal priority and que-bypass lanes at high delay spots to improve on-time service performance.

## ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution amends Metro Resolution 01-0398 to identify the projects and start-up transit service that will be funded from the "transit reserve account" established by Resolution 01-0398.
3. **Anticipated Effects** Allows allocation of regional flexible funds to the start-up service and capital projects identified in Exhibit A.
4. **Budget Impacts** There will be no changes in the amount of money allocated through the Transportation Priorities program or to the Metro budget.

**FY2004 / 2005 MTIP**  
**“Transit Reserve Account”**  
**On-Street Capital Projects**  
**Description**

Prepared by TriMet

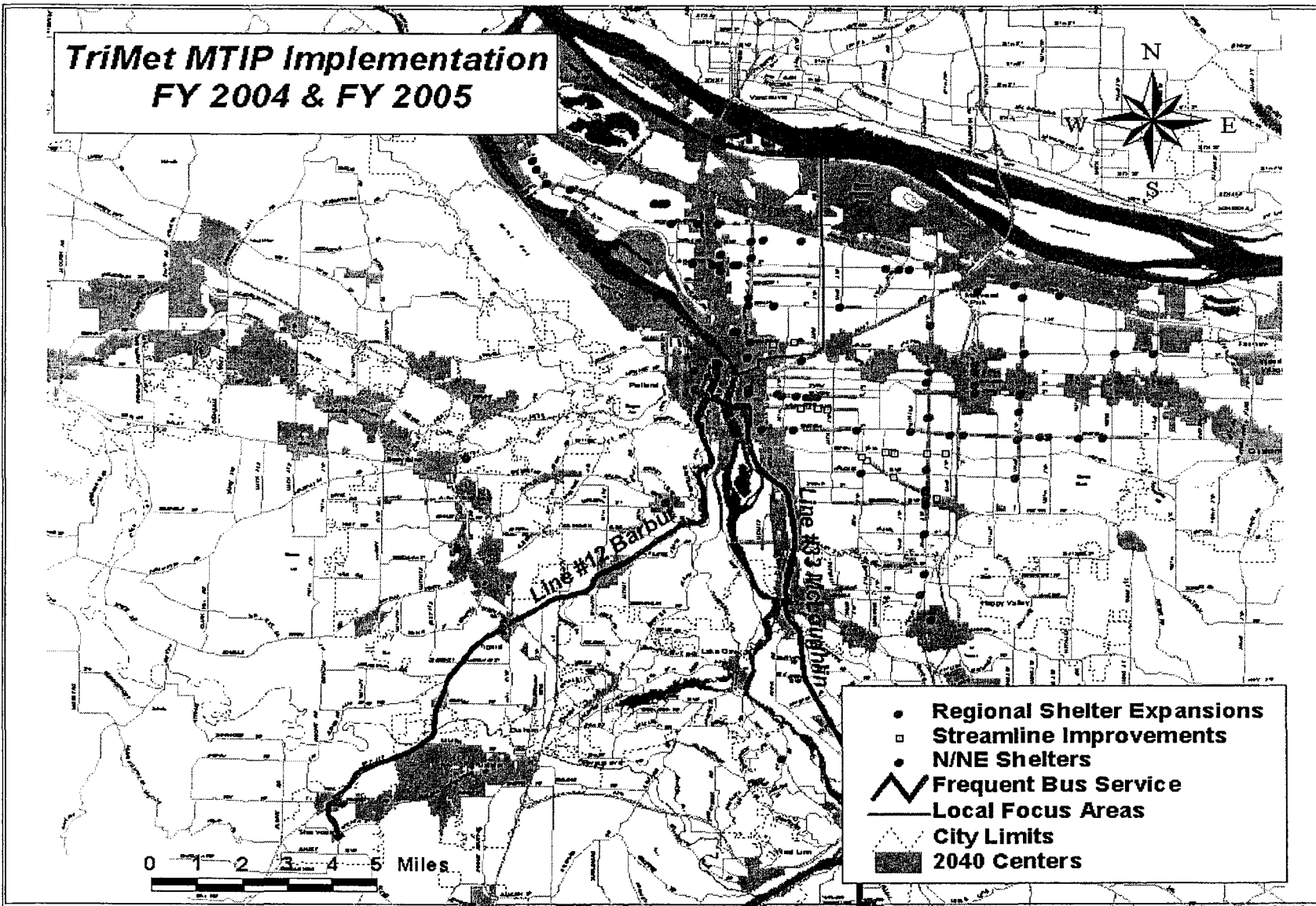
For the  
Metro Council  
Supporting  
Resolution No. 03-3340 Amending Resolution No. 01-3098

July 17, 2003

# FY 2004 / 2005 Annual On-Street Capital Improvements

	2 Yr Program
• Continued Streamline treatment	\$ 696,900
• Bus stop sign replacement	\$ 456,450
• Bus shelter expansion	\$ 220,250
• MTIP Total (with match)	\$1,393,800
• Transit Tracker - funded from FTA Section 5307	
• Other Bus Stop and Access Improvements - supported by Washington County MTIP funds	

# TriMet MTIP Implementation FY 2004 & FY 2005



- Regional Shelter Expansions
- Streamline Improvements
- N/NE Shelters
- Frequent Bus Service
- Local Focus Areas
- - - City Limits
- 2040 Centers

0 1 2 3 4 5 Miles

## MTIP 2004/2005 ANNUAL ON-STREET CAPITAL IMPROVEMENTS LIST

1. TriMet's transit tracker expansion program in FY04 and 05 are funded from a separate FTA Section 5307. Approx 35 new sites are planned per year..
2. In FY04 TriMet will receive an additional \$512,649 for bus shelters and related pedestrian improvements in Washington County. These funds are from FY03 STP.
3. Streamline treatments are inclusive of signal priority upgrades, curb extensions and bus zones, and other capital treatments.
4. To maximize shelter expansion opportunities in FY04, TriMet's existing shelter inventory will be used in lieu of new purchases. This reduces per shelter cost to MTIP.

Rt #	Route Name	LocID	Location	Pos	Dir	Weekly Boardings	Streamline Treatments			Bus Stop Development			Total Cost	Funding Source	City/ Jurisdiction	County	
							Curb Extensions & Bus Zones	Signal Priority Treatments	Other Priority Treatments	Shelter Expansion	Access/ ADA Improvement	Sign Replacement					
<b>Streamline Treatments - \$348,451 per year</b>																	
9	Powell	4666	SE Powell & 26th	NS	E	137		\$ 12,500					\$ 12,500	MTIP 2004	Portland	Multnomah	
9	Powell	4666	SE Powell & 50th/Foster	FS	E	51	\$ 8,000						\$ 8,000	MTIP 2004	Portland	Multnomah	
9	Powell	4667	SE Powell & 52nd	FS	E	114	\$ 7,000						\$ 7,000	MTIP 2004	Portland	Multnomah	
9	Powell	4670	SE Powell & 54th	OP	E	22	\$ 11,900						\$ 11,900	MTIP 2004	Portland	Multnomah	
9	Powell	4673	SE Powell & 5714	AT	E	13	\$ 13,110						\$ 13,110	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & 62nd	--	E	--			\$ 15,000				\$ 15,000	MTIP 2004	Portland	Multnomah	
9	Powell	4686	SE Powell & 72nd	NS	E	19	\$ 10,000						\$ 10,000	MTIP 2004	Portland	Multnomah	
9	Powell	4687	SE Powell & 74th	FS	E	15	\$ 9,435						\$ 9,435	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & 75th	--	E	--			\$ 15,000				\$ 15,000	MTIP 2004	Portland	Multnomah	
9	Powell	--	SE Powell & various new stops	--	E	--		\$ 8,750					\$ 8,750	MTIP 2004	Portland	Multnomah	
9	Powell	4700	SE Powell & 87th	FS	W	46	\$ 17,550						\$ 17,550	MTIP 2004	Portland	Multnomah	
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9	Broadway	10425	NE Weidler & 15th	NS	E	52		\$ 15,000					\$ 15,000	MTIP 2004	Portland	Multnomah	
14	Hawthorne	2614	SE Hawthorne & 28th	OP	E	58			\$ 26,300				\$ 26,300	MTIP 2004	Portland	Multnomah	
14	Hawthorne	2620	SE Hawthorne & 34th	FS	E	36			\$ 10,400				\$ 10,400	MTIP 2004	Portland	Multnomah	
14	Hawthorne	2623	SE Hawthorne & 37th	FS	E	33			\$ 32,200				\$ 32,200	MTIP 2004	Portland	Multnomah	
40	Tacoma	5665	SE Tacoma & 13th	NS to FS		91		\$ 7,500					\$ 7,500	MTIP 2004	Portland	Multnomah	
72	82nd/Killingsworth	8023	SE 82nd Ave. & Powell	FS	N	462			\$ 34,550				\$ 34,550	MTIP 2004	Portland	Multnomah	
9	Powell	4695	SE Powell & 82nd Ave (Queue Jump Lane)	FS	W	268			\$ 120,000				\$ 120,000	MTIP 2005	Portland	Multnomah	
9	Powell	--	Gresham Signal Priority	n/a	n/a	n/a		\$ 25,000					\$ 25,000	MTIP 2005	Gresham	Multnomah	
9	Broadway	6240	NE Weidler & 7th	NS to FS	E	23	\$ 15,000						\$ 15,000	MTIP 2005	Portland	Multnomah	
9	Broadway	655	NE Broadway & 7th	NS to FS	W	32	\$ 15,000						\$ 15,000	MTIP 2005	Portland	Multnomah	
14	Hawthorne	1819	SE Foster & 82nd	NS to FS	E	198			\$ 13,450				\$ 13,450	MTIP 2005	Portland	Multnomah	
14	Hawthorne	1793	SE Foster & 52nd	NS to FS	W	85	\$ 12,000						\$ 12,000	MTIP 2005	Portland	Multnomah	
14	Hawthorne	--	Foster Road bus zones	n/a	n/a	n/a	\$ 2,000						\$ 2,000	MTIP 2005	Portland	Multnomah	
54	BH Hwy	386	SW BH Hwy & 78th	NS to FS			\$ 25,000						\$ 25,000	MTIP 2005	Beaverton	Washington	
56	Scholls Ferry	8493	SW Scholls Ferry & Hall	NS to FS	N	50	\$ 46,000						\$ 46,000	MTIP 2005	Beaverton	Washington	
57	TV Hwy	--	TV Hwy Priority Treatment (coord. w/ ped. improve.)			n/a	\$ 35,000						\$ 35,000	MTIP 2005	Beav/Hills/Comelius/F Grove	Washington	
57	TV Hwy	--	TV Hwy Signal Priority			5530		\$ 40,000					\$ 40,000	MTIP 2005		Washington	
			<b>Subtotal</b>					\$ 300,000	\$ 130,000	\$ 266,900			\$ 696,900				
<b>Sign Replacement Project (\$238k per year) - Includes new pole, sign, and schedule information at each stop.</b>																	
9	Powell	full route	Gresham to CBD	n/a	n/a	8155							\$ 29,000	\$ 29,000	MTIP 2004	Portland/ Gresham	Multnomah
9	Broadway	full route	CBD to 27th	n/a	n/a	2600							\$ 15,100	\$ 15,100	MTIP 2004	Portland	Multnomah
14	Hawthorne	full route	Lents to CBD	n/a	n/a	9210							\$ 15,000	\$ 15,000	MTIP 2004	Portland	Multnomah
4	Division	full route	CBD to Gresham	n/a	n/a	7010							\$ 25,000	\$ 25,000	MTIP 2004	Portland/ Gresham	Multnomah
12,15,17,19,20,77, etc.	Vary	boundary	NW Portland & Fareless Square	n/a	n/a	30,000 +							\$ 22,000	\$ 22,000	MTIP 2004	Portland	Multnomah
1,6,8,33,72,75	Vary	boundary	Full Routes + N/NE Focus Area Changes	n/a	n/a	15,000 +							\$ 100,000	\$ 100,000	MTIP 2004	Portland	Multnomah
15	Belmont	full route	CBD to Parkrose TC	n/a	n/a	6610							\$ 21,750	\$ 21,750	MTIP 2004	Portland	Multnomah
17	Hokgate	full route	Full Route - CBD to 136th/Powell	n/a	n/a	4860							\$ 21,600	\$ 21,600	MTIP 2005	Portland	Multnomah
17	NW 21st	remaining	NW Portland to Sauvie Island	n/a	n/a	1600							\$ 13,000	\$ 13,000	MTIP 2005	Portland	Multnomah
77	Broadway-Halsey	remaining	NW Portland to Troutdale	n/a	n/a	4300							\$ 31,500	\$ 31,500	MTIP 2005	Portland/ E County	Multnomah
20	Burnside-Stark	remaining	Gresham to Beaverton	n/a	n/a	8000							\$ 70,500	\$ 70,500	MTIP 2005	Gresham/ Portland/ Beaverton	Multnomah/Washington
54	BH Hwy	full route	CBD to Beaverton	n/a	n/a	2490							\$ 16,000	\$ 16,000	MTIP 2005	Portland/ Beaverton	Multnomah/Washington
56	Scholls Ferry	portion	BH Hwy to Washington Square	n/a	n/a	900							\$ 7,000	\$ 7,000	MTIP 2005	Portland/ Tigard	Multnomah/Washington



**MTIP 2004/2005 ANNUAL ON-STREET CAPITAL IMPROVEMENTS LIST**

Rt #	Route Name	LocID	Location	Pos	Dir	Weekly Boardings	Streamline Treatments			Bus Stop Development			Total Cost	Funding Source	City/Jurisdiction	County
							Curb Extensions & Bus Zones	Signal Priority Treatments	Other Priority Treatments	Shelter Expansion	Access/ADA Improvement	Sign Replacement				
57	TV Hwy	full route	Beaverton to Forest Grove	n/a	n/a	5530						\$ 26,000	\$ 26,000	MTIP 2005	Beaverton/Cornelius/F Grove	Washington
35	Macadam	full route	CBD to Oregon City	n/a	n/a	2100						\$ 26,000	\$ 26,000	MTIP 2005	Portland/LO/W Linn/OC	Multnomah/Clackamas
12	Sandy	full route	CBD to Gresham	n/a	n/a	5490						\$ 8,000	\$ 8,000	MTIP 2005	Portland/Gresham	Multnomah
12	Barbur	full route	CBD to Sherwood	n/a	n/a	5640						\$ 9,000	\$ 9,000	MTIP 2005	Portland/Tualatin/Sherwood	Multnomah/Washington
76	Hall Blvd	full route	Beaverton to Tualatin	n/a	n/a	2370						\$ 20,200	\$ 20,200	MTIP 2005	Beaverton/Tualatin	Washington
			Subtotal									\$ 456,450	\$ 456,450			
<b>Bus Shelter Expansion - \$75,000 per year &amp; ADA/Access Improvements - \$35,451 per year</b>																
1,12,38,44,54,55,56	Vary	173	Barbur & Hamilton	NS	W	487						\$ 7,500	\$ 7,500	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	5893	M L King & Beech	NS	S	642						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	5923	M L King & Jarrett	NS	S	355						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	2165	Grand & Broadway	FS	N	341						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
4	Fessenden	6001	Vancouver & Page	NS	S	387						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
75	Lombard	3563	Lombard & Peninsular	NS	E	327						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
75	Lombard	1267	Dekum & Durham	NS	W	730						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
72	Killingsworth	3183	Killingsworth & Vancouver	NS	E	622						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	9435	Lombard & Catlin	NS	S	555						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
112	Sandy	5069	Sandy & 28th	NS	W	363						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
8	NE 15th Ave	6785	15th & Fremont	NS	N	331						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
4	Fessenden	6388	Willis & Washburne	NS	E	230						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
75	Lombard	3464	Lombard & Buchanan	NS	E	229						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
4	Fessenden	6369	Williams & Thompson	FS	N	270						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
72	Killingsworth	3188	Killingsworth & Williams	NS	E	222						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
4	Fessenden	3451	Lombard & Mississippi	NS	E	208						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
72	Killingsworth	3154	Killingsworth & Albina	FS	W	204						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
76,78	Beav/Tualatin/LO	2289	Hall Blvd & Nimbus	FS	W	286						\$ 5,500	\$ 5,500	MTIP 04	Beaverton	Washington
77	Broadway-Halsey	10439	2nd & Dora	NS	W	459						\$ 3,500	\$ 2,000	MTIP 04	Troutdale	Multnomah
72	82nd Ave	8017	82nd & Overland	FS	N	455						\$ 3,500	\$ 1,000	MTIP 04	Clackamas	Clackamas
58	Canyon Rd	906	Canyon & 107th	NS	E	218						\$ 5,500	\$ 1,500	MTIP 04	Beaverton	Washington
15	Belmont	6510	102nd & Burnside	NS	N	281						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
66,74,75	Vary	7437	39th & Belmont	NS	N	957						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
15	Belmont	418	Belmont & 30th	FS	E	274						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
15	Belmont	406	Belmont & 20th	NS	E	220						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
15	Belmont	421	Belmont & 32nd	NS	W	511						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
104	Division	1376	Division & 12th	FS	W	447						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
15	Belmont	411	Belmont & 26th	NS	E	320						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
15	Belmont	422	Belmont & 34th	FS	E	321						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
104	Division	1441	Division & 26th	NS	E	224						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	5933	M L King & Mill	NS	S	206						\$ 5,500	\$ 2,000	MTIP 05	Portland	Multnomah
15	23rd Ave	4022	Morrison & 18th	NS	W	208						\$ 5,500	\$ 2,000	MTIP 05	Portland	Multnomah
72	Killingsworth	3162	Killingsworth & Denver	NS	E	195						\$ 5,500	\$ 1,500	MTIP 05	Portland	Multnomah
6	MLK Jr Blvd	5904	M L King & Dekum	NS	S	422						\$ 5,500	\$ 1,500	MTIP 05	Portland	Multnomah
4	Fessenden	72	Albina & Ainsworth	NS	S	430						\$ 5,500	\$ 1,500	MTIP 05	Portland	Multnomah
4	Fessenden	6377	Willis & Emerald	NS	E	297						\$ 7,500	\$ 2,050	MTIP 05	Portland	Multnomah
4	Fessenden	6386	Willis & Wabash	NS	E	257						\$ 10,000	\$ 1,100	MTIP 05	Portland	Multnomah
6	MLK Jr Blvd	5911	M L King & Fremont	NS	S	250						\$ 10,000	\$ 1,100	MTIP 05	Portland	Multnomah
77,80	Halsey/Kane Rd	8747	Columbia River Hwy & 257th	FS	E	275						\$ 10,000	\$ 2,000	MTIP 05	Troutdale	Multnomah
76,78	Beav/Tualatin/LO	2232	Greenburg & Center	FS	N	343						\$ 10,000	\$ 2,000	MTIP 05	Tigard	Washington
17	Holgate	2727	Holgate & 39th	NS	W	691						\$ 3,500	\$ 3,500	MTIP 05	Portland	Multnomah
28,29,31,72,79	Vary	4001	Monterey & 85th Ave	NS	W	1097						\$ 3,500	\$ 1,500	MTIP 05	Clackamas	Clackamas
33	McLoughlin	3853	McLoughlin & Silverleaf	NS	S	237						\$ 7,500	\$ 7,500	MTIP 05	Clackamas	Clackamas
33	McLoughlin	3791	McLoughlin & Jennings	FS	N	381						\$ 7,500	\$ 7,500	MTIP 05	Clackamas	Clackamas
			Subtotal									\$ 178,000	\$ 42,250	MTIP 05	Clackamas	Clackamas
<b>GRAND TOTAL:</b>							<b>\$ 300,000</b>	<b>\$ 130,000</b>	<b>\$ 266,900</b>	<b>\$ 178,000</b>	<b>\$ 42,250</b>	<b>\$ 476,650</b>	<b>\$ 1,393,800</b>			

July 10, 2003

**DRAFT**

The Honorable Karen Minnis  
Oregon State Representative  
State Capitol Building H269  
Salem, Oregon 97301

Dear Speaker Minnis:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), which represents the 24 cities, 3 counties, and appropriate state agencies in the Metro area, we are writing you today to express our wholehearted support for SB549. This bill would authorize the TriMet Board to enact an increase in their payroll tax that would be phased in over ten years. It is important to note that TriMet would be able to implement this increase only after consultation with the business community and a determination that the regional economy is showing signs of recovery.

Passage of this bill is of paramount importance to the Metro region to help ensure the mobility needs of Metro residents, as well as ensuring a strong economy and livable neighborhoods. Without the potential revenue generated by this bill, TriMet will not be able to expand the bus or light rail system to levels called for in regional plans. This in turn will:

- Have a ripple effect of putting tens of thousands of additional cars per day on already congested roads and highways;
- Result in the loss of hundreds of millions of federal dollars to construct new facilities;
- Eliminate hundreds of millions of dollars in private sector investment at transit-oriented developments near transit lines;
- Threaten our air quality status with the federal government costing industry hundreds of thousands of dollars on new pollution control devices;
- And perhaps most importantly, cost the region over seven thousand construction and other jobs that would be associated with expanding the rail and bus network.

Transportation needs are significant throughout the state. The legislature is considering making tremendous strides for roads and bridges by passing HB2041. We urge you to do the same for transit by scheduling a final hearing and House action on SB549.

Sincerely,

Rod Park, Chair  
JPACT

**FY2004 / 2005 MTIP**  
**“Transit Reserve Account”**  
**On-Street Capital Projects**  
**Description**

Prepared by TriMet

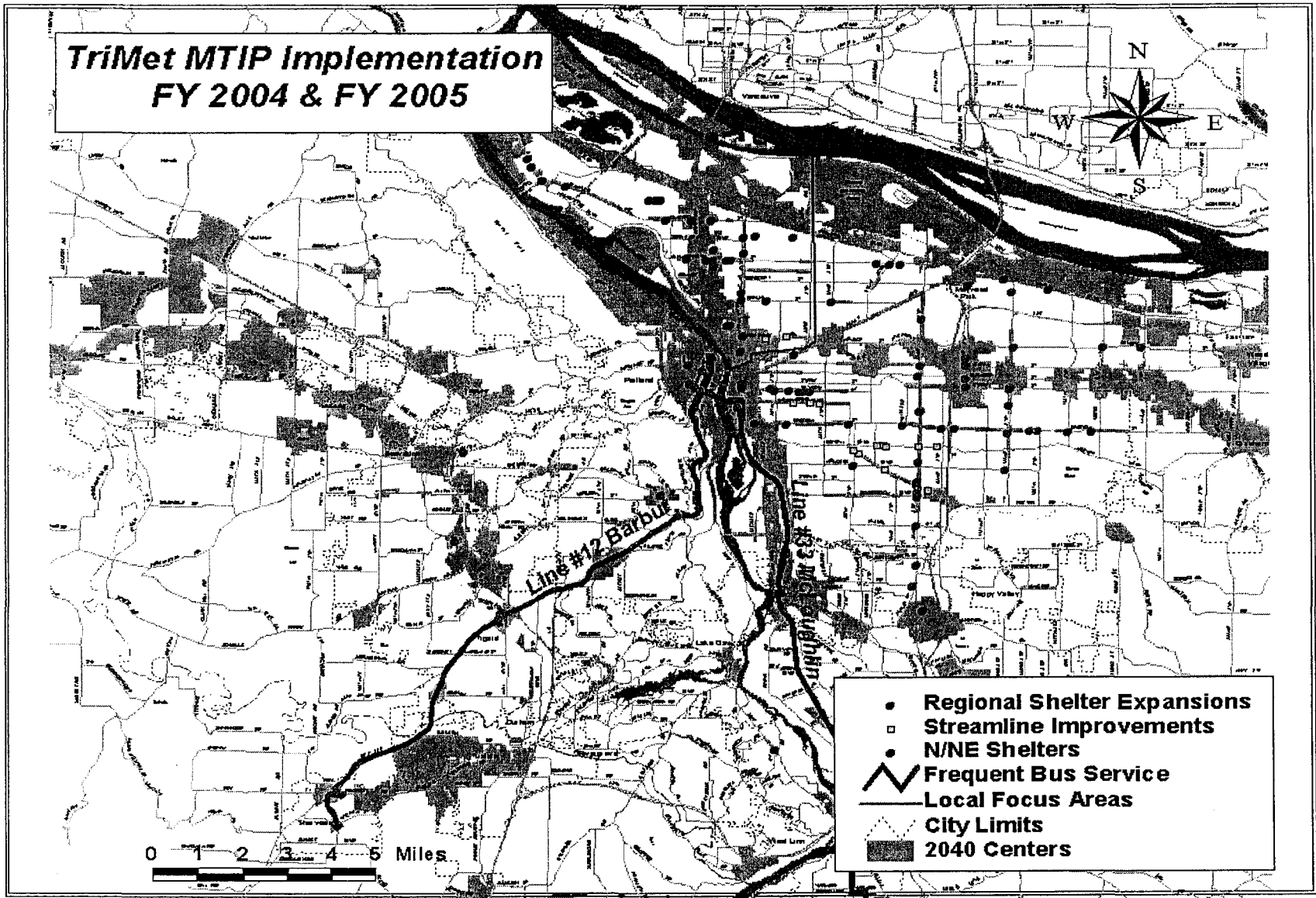
For the  
Joint Policy Advisory Committee on Transportation  
Supporting  
Resolution No. 03-3340 Amending Resolution No. 01-3098

July 10, 2003

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**TriMet MTIP Implementation  
FY 2004 & FY 2005**



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57	TV Hwy	--	TV Hwy Signal Priority			5530		\$ 40,000					\$ 40,000	MTIP 2005	Beav/Hills/Cornelius/F Grove	Washington		
<b>Subtotal</b>													\$ 300,000	\$ 130,000	\$ 266,900			
<b>Sign Replacement Project (\$238k per year) - Includes new pole, sign, and schedule information at each stop.</b>																		
9	Powell	full route	Gresham to CBD	n/a	n/a	8155							\$ 29,000	\$ 29,000	MTIP 2004	Portland/ Gresham	Multnomah	
9	Broadway	full route	CBD to 27th	n/a	n/a	2600							\$ 15,100	\$ 15,100	MTIP 2004	Portland	Multnomah	
14	Hawthorne	full route	Lents to CBD	n/a	n/a	9210							\$ 15,000	\$ 15,000	MTIP 2004	Portland	Multnomah	
4	Division	full route	CBD to Gresham	n/a	n/a	7010							\$ 25,000	\$ 25,000	MTIP 2004	Portland/ Gresham	Multnomah	
12,15,17,19,20,77, etc.	Vary	boundary	NW Portland & Fareless Square	n/a	n/a	30,000 +							\$ 22,000	\$ 22,000	MTIP 2004	Portland	Multnomah	
1,6,8,33,72,75	Vary	boundary	Full Routes + N/NE Focus Area Changes	n/a	n/a	15,000 +							\$ 100,000	\$ 100,000	MTIP 2004	Portland	Multnomah	
15	Belmont	full route	CBD to Parkrose TC	n/a	n/a	6610							\$ 21,750	\$ 21,750	MTIP 2004	Portland	Multnomah	
17	Holgate	full route	Full Route - CBD to 136th/Powell	n/a	n/a	4860							\$ 21,600	\$ 21,600	MTIP 2005	Portland	Multnomah	
17	NW 21st	remaining	NW Portland to Sauvie Island	n/a	n/a	1600							\$ 13,000	\$ 13,000	MTIP 2005	Portland	Multnomah	
77	Broadway-Halsey	remaining	NW Portland to Troutdale	n/a	n/a	4300							\$ 31,500	\$ 31,500	MTIP 2005	Portland/ E County	Multnomah	
20	Bumside-Stark	remaining	Gresham to Beaverton	n/a	n/a	8000							\$ 70,500	\$ 70,500	MTIP 2005	Gresham/ Portland/ Beaverton	Multnomah/Washington	
54	BH Hwy	full route	CBD to Beaverton	n/a	n/a	2490							\$ 16,000	\$ 16,000	MTIP 2005	Portland/ Beaverton	Multnomah/Washington	
56	Scholls Ferry	portion	BH Hwy to Washington Square	n/a	n/a	900							\$ 7,000	\$ 7,000	MTIP 2005	Portland/ Tigard	Multnomah/Washington	



**MTIP 2004/2005 ANNUAL ON-STREET CAPITAL IMPROVEMENTS LIST**

Rt #	Route Name	LocID	Location	Pos	Dir	Weekly Boardings	Streamline Treatments			Bus Stop Development			Total Cost	Funding Source	City/ Jurisdiction	County
							Curb Extensions & Bus Zones	Signal Priority Treatments	Other Priority Treatments	Shelter Expansion	Access/ ADA Improvement	Sign Replacement				
57	TV Hwy	full route	Beaverton to Forest Grove	n/a	n/a	5530						\$ 26,000	\$ 26,000	MTIP 2005	Beaverton/ Cornelius/ F Grove	Washington
35	Macadam	full route	CBD to Oregon City	n/a	n/a	2100						\$ 26,000	\$ 26,000	MTIP 2005	Portland/ LO/W Linn/OC	Multnomah/Clackamas
12	Sandy	full route	CBD to Gresham	n/a	n/a	5490						\$ 8,000	\$ 8,000	MTIP 2005	Portland/ Gresham	Multnomah
12	Barbur	full route	CBD to Sherwood	n/a	n/a	5640						\$ 9,000	\$ 9,000	MTIP 2005	Portland/ Tualatin/ Sherwood	Multnomah/Washington
76	Hall Blvd	full route	Beaverton to Tualatin	n/a	n/a	2370						\$ 20,200	\$ 20,200	MTIP 2005	Beaverton/ Tualatin	Washington
Subtotal												\$ 456,450	\$ 456,450			
<b>Bus Shelter Expansion - \$75,000 per year &amp; ADA/Access Improvements - \$35,451 per year</b>																
1,12,38,44,54,55,56	Vary	173	Barbur & Hamilton	NS	W	487						\$ 7,500	\$ 7,500	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	5893	M L King & Beech	NS	S	642						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	5923	M L King & Jarrett	NS	S	355						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	2165	Grand & Broadway	FS	N	341						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
4	Fessenden	6001	Vancouver & Page	NS	S	387						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
75	Lombard	3563	Lombard & Peninsular	NS	E	327						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
75	Lombard	1267	Dekum & Durham	NS	W	730						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
72	Killingsworth	3183	Killingsworth & Vancouver	NS	E	622						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	9435	Lombard & Catlin	NS	S	555						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
112	Sandy	5069	Sandy & 28th	NS	W	363						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
8	NE 15th Ave	6785	15th & Fremont	NS	N	331						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
4	Fessenden	6388	Willis & Washburne	NS	E	230						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
75	Lombard	3464	Lombard & Buchanan	NS	E	229						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
4	Fessenden	6369	Williams & Thompson	FS	N	270						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
72	Killingsworth	3188	Killingsworth & Williams	NS	E	222						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
4	Fessenden	3451	Lombard & Mississippi	NS	E	208						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
72	Killingsworth	3154	Killingsworth & Albina	FS	W	204						\$ 3,000	\$ 3,000	MTIP 04	Portland	Multnomah
76,78	Beav/Tualatin/LO	2289	Hall Blvd & Nimbus	FS	W	286						\$ 5,500	\$ 5,500	MTIP 04	Beaverton	Washington
77	Broadway-Halsey	10439	2nd & Dora	NS	W	459						\$ 3,500	\$ 5,500	MTIP 04	Troutdale	Multnomah
72	82nd Ave	8017	82nd & Overland	FS	N	455						\$ 3,500	\$ 4,500	MTIP 04	Clackamas	Clackamas
58	Canyon Rd	906	Canyon & 107th	NS	E	218						\$ 5,500	\$ 7,000	MTIP 04	Beaverton	Washington
15	Belmont	6510	102nd & Burnside	NS	N	281						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
66,74,75	Vary	7437	39th & Belmont	NS	N	957						\$ 1,000	\$ 1,000	MTIP 04	Portland	Multnomah
15	Belmont	418	Belmont & 30th	FS	E	274						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
15	Belmont	406	Belmont & 20th	NS	E	220						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
15	Belmont	421	Belmont & 32nd	NS	W	511						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
104	Division	1376	Division & 12th	FS	W	447						\$ 3,500	\$ 3,500	MTIP 04	Portland	Multnomah
15	Belmont	411	Belmont & 26th	NS	E	320						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
15	Belmont	422	Belmont & 34th	FS	E	321						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
104	Division	1441	Division & 26th	NS	E	224						\$ 5,500	\$ 5,500	MTIP 04	Portland	Multnomah
6	MLK Jr Blvd	5933	M L King & Mill	NS	S	206						\$ 5,500	\$ 7,500	MTIP 05	Portland	Multnomah
15	23rd Ave	4022	Morrison & 18th	NS	W	208						\$ 5,500	\$ 7,500	MTIP 05	Portland	Multnomah
72	Killingsworth	3162	Killingsworth & Denver	NS	E	195						\$ 5,500	\$ 7,000	MTIP 05	Portland	Multnomah
6	MLK Jr Blvd	5904	M L King & Dekum	NS	S	422						\$ 5,500	\$ 7,000	MTIP 05	Portland	Multnomah
4	Fessenden	72	Albina & Ainsworth	NS	S	430						\$ 5,500	\$ 7,000	MTIP 05	Portland	Multnomah
4	Fessenden	6377	Willis & Emerald	NS	E	297						\$ 7,500	\$ 9,550	MTIP 05	Portland	Multnomah
4	Fessenden	6386	Willis & Wabash	NS	E	257						\$ 10,000	\$ 11,100	MTIP 05	Portland	Multnomah
6	MLK Jr Blvd	5911	M L King & Fremont	NS	S	250						\$ 10,000	\$ 11,100	MTIP 05	Portland	Multnomah
77,80	Halsey/Kane Rd	8747	Columbia River Hwy & 257th	FS	E	275						\$ 10,000	\$ 12,000	MTIP 05	Troutdale	Multnomah
76,78	Beav/Tualatin/LO	2232	Greenburg & Center	FS	N	343						\$ 10,000	\$ 12,000	MTIP 05	Tigard	Washington
17	Holgate	2727	Holgate & 39th	NS	W	691						\$ 3,500	\$ 3,500	MTIP 05	Portland	Multnomah
28,29,31,72,79	Vary	4001	Monterey & 85th Ave	NS	W	1097						\$ 3,500	\$ 5,000	MTIP 05	Clackamas	Clackamas
33	McLoughlin	3853	McLoughlin & Silverleaf	NS	S	237						\$ 7,500	\$ 7,500	MTIP 05	Clackamas	Clackamas
33	McLoughlin	3791	McLoughlin & Jennings	FS	N	381						\$ 7,500	\$ 7,500	MTIP 05	Clackamas	Clackamas
Subtotal												\$ 178,000	\$ 42,250			
<b>GRAND TOTAL:</b>							<b>\$ 300,000</b>	<b>\$ 130,000</b>	<b>\$ 266,900</b>	<b>\$ 178,000</b>	<b>\$ 42,250</b>	<b>\$ 476,650</b>	<b>\$ 1,393,800</b>			

## New National Ambient Air Quality Standard for Ozone and Its Impact on Oregon

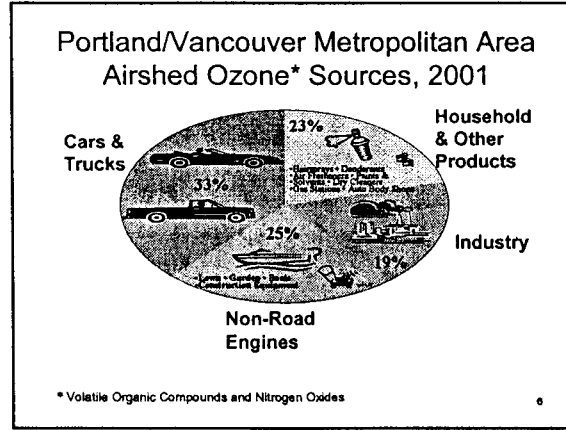
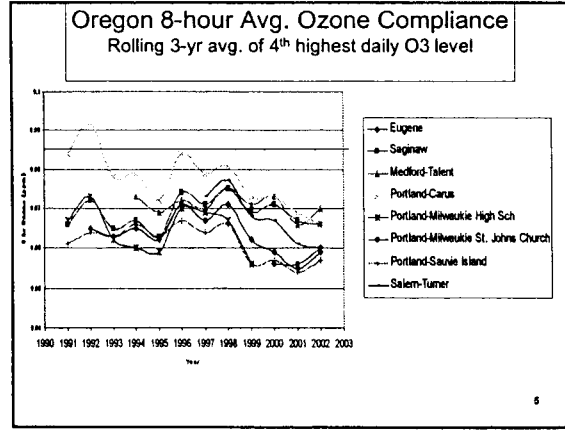
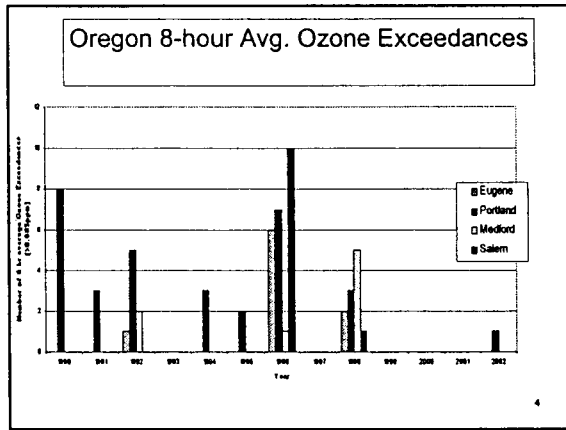
JPACT  
7/10/03

Marianne Fitzgerald  
Air Quality Planning Section  
Oregon Department of Environmental Quality  
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- ### Ground-level Ozone
- One of six criteria air pollutants
  - Pungent, toxic, highly reactive form of oxygen and major contributor to smog
  - Causes irritation of the nose, throat and lungs
  - Studies show relationship between ozone concentrations and hospital admissions of children under 2
  - In addition to health effects, plants and other materials can also be affected

### Federal Ozone Standards

1-hour standard (old)	8-hour standard (new)
<b>0.12 ppm</b>	<b>0.08 ppm</b>
<u>Compliance:</u> Three exceedances allowed in 3 years - 4th exceedance is violation.	<u>Compliance:</u> Three-year average of 4 <sup>th</sup> highest 8-hour daily maximum.



## Ozone Dates for Portland

- 1978: EPA designated Portland/Vancouver nonattainment for ozone
- 1997: EPA approved Portland's plans and redesignated area to attainment
- 1997: EPA revised the NAAQS for ozone to an 8-hour standard. New standard withstood several legal challenges between 1997 and 2002.
- 2003: DEQ/SWCAA begin updating Portland/Vancouver maintenance plan

## Maintenance Strategies

- Industrial Emission Controls
- Vehicle Inspection/Maintenance Programs
- Transportation Measures (including conformity)
- Federal Non-road Engine Standards (lawnmowers, motorboats)
- Area Source Controls (spray paint, autobody refinishing, gasoline fueling)
- Public Education

## Timeline of New 8-hour Standard

- EPA published its draft rulemaking proposal for implementing the new ozone standard in the 6/2/03 Federal Register (68 FR 32802).
- Public comments are due 8/1/03. EPA expects to publish the final rule by 12/03.
- Oregon will request attainment designation statewide.
- EPA expects to make the formal 8-hour ozone standard designations by 4/15/04.

## Timeline of New Standard (cont'd)

- **Anti-backsliding** provisions presume that strategies that are in the maintenance plan will remain in the plan unless they are no longer needed.
- EPA's proposal for **transition** would revoke the 1-hour standard one year after 8-hour standard area designations (4/15/05).
- If/when the 1-hour standard is revoked, it appears that **conformity** would no longer apply for ozone and **CMAQ** funding would no longer be available for ozone.

## CMAQ Funds

- Approximately 90% of Oregon's current CMAQ funds are apportioned to the Portland area
- Portland is apportioned about \$9-10 million/year
- Reauthorization of TEA-21 will determine the final funding allocations

## Next on the Local Horizon

- EPA is expected to finalize the ozone rule by December 2003
- ODEQ and Southwest Clean Air Agency will update the current 1-hour maintenance plan for Portland and Southwest Washington by early 2005
- The plan may need to be modified to provide for continued maintenance of the 8-hour standard

# M E M O R A N D U M

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**METRO**

DATE: July 1, 2003  
TO: JPACT  
FROM: Rex Burkholder, Metro Councilor  
RE: JPACT Reorganization

On behalf of the Subcommittee appointed to examine issues associated with possible changes to JPACT's membership, organizational structure, charge and geographic boundary, I offer this report. The subcommittee that developed this report was comprised of myself as Chair, Rod Park, JPACT Chair, Commissioner Bill Kennemer (Clackamas County), Commissioner Maria Rojo DeSteffy (Multnomah County), Mayor Rob Drake (Beaverton), Councilor Karl Rohde (Lake Oswego), Commissioner Gail Ackterman (Oregon Transportation Commission) and Commissioner John Russell (Oregon Transportation Commission). Also participating from staff were Andy Cotugno (Metro), Cam Gilmour (Clackamas County) and Robin MacArthur (ODOT).

The Subcommittee was appointed principally to respond to the new guidelines established by the Oregon Transportation Commission regarding the formation of Area Commissions on Transportation (ACTs). JPACT meets the required and optional duties of the ACTs but potentially falls short in the geographic area covered and due to the lack of interest group stakeholders as members. The Subcommittee reviewed the underlying federal, state and regional laws, rules and bylaws that affect JPACT's operations (see Attachment "A"), a comparison of ACT, MPO and Metro organizational requirements (See Attachment "B") and considered a variety of organizational options (see Attachment "C"). In addition, the Subcommittee reviewed with the representatives from the Oregon Transportation Commission the underlying goals being sought by establishing ACTs by the OTC.

In summary, these requirements provide the following responsibilities and authorities:

- As an ACT, designated by the OTC, provide recommendations to the OTC on modernization projects to fund; as an option, provide recommendations to the OTC on projects to fund through other funding programs and on state plans.

- As an MPO, designated under federal law by the Governor and local governments, approve a regional transportation plan and federal funding for projects consistent with that transportation plan.
- As Metro, established by legislative and voter approval, ensure consistency of land use and transportation plans with the Regional Framework Plan.

We offer the following conclusions and recommendations:

## **I. Implementation of an Area Commission on Transportation**

- A. It is recommended that JPACT petition the OTC for designation as an ACT for the Portland Metropolitan Area within the Metro boundary.
- B. It is recommended to the OTC that an ACT not be formed for the area outside the Metro boundary and inside Multnomah, Washington and Clackamas Counties. In lieu of an ACT in this area, ODOT should seek input from the Washington, Clackamas and Multnomah County Boards of Commissioners for recommendations on priorities for funding through the State Transportation Improvement Program. As needed, these Commissions should facilitate input from their respective cities outside Metro.
- C. It is recommended that JPACT provide for input from stakeholder groups through a regular JPACT agenda item for public comment, various kinds of public outreach mechanisms and citizen representatives on the Transportation Policy Alternatives Committee (TPAC).

**DISCUSSION:** The group concluded that the area inside the tri-county and outside Metro should not establish an ACT and should provide input to ODOT on programming of Modernization funding through the respective County Commissions or through currently established City/County Coordinating Committees. The reasons for this conclusion related to the small amount of Modernization funding in question (currently, the OTC sets aside \$54 million/year for Modernization statewide, sub-allocates 38.75% or \$21 million for Region 1 and further sub-allocates 80/20 within Region 1 for the Metro area and the rural area, leaving \$4.2 million/year for the rural area. It was felt that this small amount did not warrant setting up a costly Committee structure. Further, the County Commissioners indicated that representatives from the Cities preferred not to join the Metro/JPACT process since their transportation needs are so different. It was however, recognized that coordination mechanisms were needed between the Metro/JPACT region, the surrounding Tri-County rural areas and adjacent ACTs in Yamhill and Columbia Counties. It was suggested that periodic joint meetings be established to better coordinate with these areas.

The group also concluded that it was not necessary to add stakeholders as members of JPACT. It was felt there were too many different stakeholders to legitimately select a few for membership. In addition, stakeholder input is provided through local elected officials and the participation on JPACT of three Metro Councilors. Finally, the membership of TPAC includes six citizen members which are appointed to provide various stakeholder interests. Instead, the group felt that providing alternate avenues for input was more appropriate.

## II. Refinement of JPACT operations

In the process of evaluating alternatives for implementing the OTC ACT guidelines, the group suggested clarifying or refining certain aspects of JPACT's current operation:

- A. Roles and Responsibilities - The group thought it was important for the full JPACT membership to understand the laws, rules and bylaws that JPACT operates under (see Attachment "B"). In particular, there was interest in clarifying the MPO designation, the relationship between JPACT and the Metro Council and the relationship between the MTIP developed by Metro and the STIP developed by ODOT.

DISCUSSION: The group sought to clarify which body is the designated MPO, JPACT or the Metro Council. In conclusion, it is the combination of JPACT and the Metro Council that constitutes the MPO. In 1979 with the formation of Metro, the Metro Council sought designation from the Governor as the MPO for the Metro region. This designation was granted only after JPACT was formed to provide a forum for local elected officials of general-purpose governments as required by federal law. The JPACT Bylaws codify the relationship by requiring a recommendation from JPACT and concurrence by the Metro Council for any MPO action. The Metro Council can choose to send an item back to JPACT with a recommendation for amendment but cannot alter JPACT's recommendation. In addition, through this partnership, JPACT makes recommendations to the Metro Council on items governed by Metro's Charter, in addition to federally designated actions assigned to the MPO.

Regarding the roles and responsibilities for STIP/MTIP approval, the group requested a review for the full JPACT membership of the federal requirements controlling MTIP/STIP actions by Metro and ODOT. It was recognized that the two funding sources managed by Metro/JPACT through the MTIP allocation process (i.e. Surface Transportation Program [STP] and Congestion Mitigation/Air Quality funds [CMAQ]) are a minor part of the overall federal funding program for transit and highways and that all federal funding sources were required to be approved by the MPO. They also recognized that the MTIP must, in turn, be adopted by the Oregon Transportation Commission into the STIP exactly as submitted with areas of disagreement decided by the Governor. In addition to these requirements provided by federal law, the purpose for the establishment of ACTs by the Oregon Transportation Commission was to provide a mechanism for regions to provide input on a broader range of ODOT funding priorities than just those funded through federal funds. This has become more important with adoption of state transportation funds through the Oregon Transportation Investment Act (OTIA) by the Oregon Legislature. Since federal regulations don't apply to state funding decisions, designation of JPACT/Metro as an ACT provides the vehicle for making recommendations to the OTC for state funded projects.

- B. Membership - In discussing the ACT requirement that JPACT include membership from stakeholder groups, it was pointed out by several members of the Subcommittee that broader stakeholder representation could be accomplished through designation of agency representatives from their respective Boards and Commissions rather than from staff.



Currently, the JPACT Bylaws require that city/county representatives be elected officials. As such, these representatives often provide links to other business or civic organizations. In addition, the three Metro Councilors provide links to other businesses and civic organizations.

Currently, the JPACT Bylaws provides for appointment as members from the two state agencies (ODOT and ODEQ) of a principle staff person and is silent about whether the members from the two tri-county agencies (TriMet and the Port of Portland) will be staff or Board members from those organizations. If all four members were appointed from these respective Boards, it would provide for broader stakeholder representation on JPACT. However, shifting from the principal staff member to a Board member would result in involvement at JPACT of individuals that are less familiar with the day-to-day transportation functions of these organizations.

The Subcommittee recommended that JPACT discuss this membership issue further.

- C. JPACT Finance Committee - The Subcommittee recognized that considerable further work needs JPACT's attention to address the transportation funding shortfalls of the region. The Transportation Investment Task Force presented their recommendations to JPACT in January for pursuing state and regional transportation funds. They also indicated their willingness to work with JPACT and Metro to follow through on the implementation of their recommendations.

The Subcommittee recommended that JPACT consider reformation of the JPACT Finance Sub-committee with members of the Transportation Investment Task Force to work on developing new finance mechanisms.

### **III. Coordination between STIP and MTIP**

Because of the need for the MPO to approve all federally funded projects (not just STP and CMAQ funded projects), the Committee suggested that there be better coordination with ODOT and TriMet on decision-making and public outreach. In particular, the MTIP must include approval of all federal highway and transit funds to be spent by any state, regional or local government in the MPO area. It must be specific to funding source, year and project phase. The MTIP funding categories must include:

- A. Federal funding sources directly allocated through Metro (STP and CMAQ).
- B. Federal funding sources directly allocated by ODOT subject to approval by the MPO (NHS, Interstate, Bridge, Safety, etc.).
- C. Federal funding sources directly allocated by TriMet subject to approval by the MPO (formula bus and rail funds.)

The full MTIP is subject to approval by the Oregon Transportation Commission by incorporation in full in the STIP. Disagreements are to be decided by the Governor.

To ensure better coordination between the STIP and MTIP, ODOT and Metro should consider changing the next STIP/MTIP update program as follows:

- A. JPACT review of the draft STIP before release for public comment;
- B. Integration of Metro MTIP public outreach with public review of ODOT and TriMet elements of the MTIP (not just STP and CMAQ).

## ATTACHMENT A

### **Metro/JPACT Organizational Background Options**

#### **I. Existing Federal Requirements (see Attachment 1 – Title 23)**

- Metro was designated the MPO by Governor Atiyeh on November 6, 1979 (See attachment 2). The designation was predicated on establishment of JPACT as part of the MPO decision-making process to meet federal requirements that ODOT and “elected officials of general-purpose local governments” be involved.
- Redesignation: An MPO may be redesignated by agreement of the Governor and units of general-purpose governments representing 75% of the affected population, including the Central City.
- Membership: the MPO shall include local elected officials and officials of agencies which administer or operate major modes of transportation and appropriate State officials.
- Boundary: the boundary is set by agreement of the MPO and the Governor to include at least the existing “Census-defined” urbanized area (See Attachment B-1) and the area expected to become urbanized within the 20-year period (Note: this is largely the same as the Metro UGB). In addition, the boundary may be drawn to include the full “Census-defined” Metropolitan Statistical Area (Multnomah, Clackamas and Washington Counties) or the Consolidated Metropolitan Statistical Area (Multnomah, Clackamas, Washington and Yamhill Counties). Finally, unless provided by agreement with the Governor, the boundary must include the Air Quality Maintenance Area which extends out to Banks, North Plains and Gaston (Note: by DEQ Administrative Rule, Metro is required to address Air Quality Conformity requirements in this expanded area but the MPO boundary does not extend into this area).
- If more than one MPO is designated within a metropolitan area of 1 million or greater, there must be consultation to coordinate plans and programs. If it is a bi-state area, Congress has authorized states to enter into agreements and compacts for cooperation.
- RTP: The MPO must adopt and publish a long range transportation plan which identifies needed transportation facilities for the 20-year period based upon funding resources that can reasonably be expected to be available. The RTP must include a congestion management system that considers alternative mode improvements prior to added traffic capacity.
- MTIP: All federal funds spent within the MPO boundary must be adopted in the Metro TIP and incorporated into the State TIP. Of the funding sources provided by TEA-21, Metropolitan STP funds are allocated by federal statutory formula to Metro to allocate to projects. In addition, Congestion Mitigation/Air Quality funds are allocated by a mutually agreed upon state formula to Metro to allocate to projects. ODOT selects

## ATTACHMENT A

projects from the remaining FHWA categories, including the National Highway System (NHS), Interstate Preservation (Interstate-4R), Bridge, Safety, etc. Tri-Met selects projects from the federal statutorily allocated formula transit funds. If there is disagreement between the MTIP and the STIP, the final decision rests with the Governor.

### II. JPACT Bylaws (see Attachment 3)

- Established to meet the federal requirement for involvement of transportation agencies and elected officials of general-purpose local governments in the MPO decision making process.
- JPACT is required to approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Work Program (UWP), the State Implementation Plan for Air Quality and regional priorities for funding through the State TIP, federal reauthorization and LRT funding.
- The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- JPACT will take into consideration the alternatives and recommendations of TPAC.
- Amendment or repeal of the Bylaws can only be by a 2/3rds vote of JPACT and the majority vote of the Metro Council.
- Note: Metro is the designated MPO for the Oregon portion of the Portland-Vancouver Metropolitan Area. The Southwest Washington Regional Transportation Council is the designated MPO for the Vancouver portion of the metropolitan area. There are 3 voting members from Clark County on the 17 member JPACT and there are voting members from Metro and ODOT on the 7 member RTC Board.

### III. Bi-State Transportation Committee (see Attachment 4 – Bi-State Bylaws)

- The Bi-State Transportation Committee was established by a joint resolution of Metro and the Southwest Washington Regional Transportation Council (RTC) in May/June 1999 (Res. No. 99-2778). The role of the Committee is to develop recommendations to JPACT and RTC on bi-state transportation issues. By this Resolution, Metro and RTC executed an Intergovernmental Agreement specifying the roles and responsibilities of the Bi-State Transportation Committee. After the Committee's first year of operation, Metro and RTC approved minor modifications to these roles and responsibilities (Res. No. 00-2991). The modifications were intended to clarify how appointments were made and agenda items determined, reflecting the operational experience of the Committee. A copy of these amended roles and responsibilities in the IGA is attached.

## ATTACHMENT A

- In June 2002, the I-5 Transportation and Trade Partnership Task Force recommended that the Bi-State Transportation Committee become a broader Bi-State Coordination Committee. Its new role would expand to review and advise JPACT/Metro, RTC, and other councils, commissions and boards on plans for the I-5 Corridor and other transportation, land use and economic development issues of bi-state significance. A subcommittee of the existing Bi-State Transportation Committee has been formed and will begin the process of developing an Intergovernmental Agreement to establish the new Bi-State Coordination Committee. This process will begin by reviewing the Bi-State Coordination Accord recommended by the I-5 Task and revising it as necessary to receive support by JPACT/Metro, RTC and other jurisdictions and agencies that would participate in the expanded Coordination Committee.

### **IV. LCDC Transportation Planning Rule (TPR)**

- The TPR requires that MPOs develop and adopt regional transportation system plans (TSP) which establish a system of transportation services and facilities adequate to meet identified 20-year regional transportation needs. Among other things, the regional TSP must reduce vehicle-miles-traveled per-capita and parking spaces per-capita and must consider land use alternatives in lieu of proposed transportation facilities.
- The Regional TSP must be consistent with adopted elements of a state TSP.
- Local jurisdiction TSPs and those of Transit and Port districts must be consistent with the Regional TSP and adopted elements of the State TSP.
- Adoption of the TSP must establish the transportation need that is being met, the intended mode to meet the need and the general corridor within which the need is met. This TSP decision requires further land use approvals for major projects to approve the design and needed environmental impact mitigation.

### **V. Metro Charter (see Attachment 5)/State Statutes authorizing Metro (ORS 268)**

- The Metro Council must adopt a Regional Framework Plan, which addresses (among other things) “regional transportation and mass transit systems.” (Metro Charter)
- The Metro Council may adopt a functional plan for transportation. (ORS 268.390)
- The Metro Council may assume the duties, powers, functions and operations of a mass transit district (ORS 268 and Metro Charter), but must seek the advice of JPACT before consideration of the ordinance (Metro Charter).

## **VI. New ODOT Guidelines for Area Commissions on Transportation (see Attachment 6)**

- The Oregon Transportation Commission (OTC) established Area Commissions on Transportation (ACTs) to improve communication and interaction between the OTC and local stakeholders. Recommendations from ACTs that are formed in accordance with the ACT Guidelines adopted by the OTC will be given significant weight. However, ACTs are an advisory body to the OTC and the OTC is the final decision-maker.
- ACTs are formed to provide recommendations to the OTC on Modernization project priorities for funding, including priorities for special funding opportunities (such as federal earmarking).
- ACTs may, at their own option, provide input to the OTC on funding priority for projects funded through other categories, such as Bridge, Safety, Transportation Enhancement, Bike/Ped., Scenic Byways.
- ACTs may also, at their own option, provide input to policy issues, long range planning projects, corridor refinement plans and benchmarks.
- It is the objective of the OTC to have full geographic coverage by ACTs or MPOs throughout the state.
- The voting membership of the ACT must be comprised of at least 50% elected officials; officials from cities, counties, transit and port agencies shall be invited to be voting members; ODOT will be a voting member of the ACT; the balance of the representatives should be from various stakeholder interests. Ex-officio members of the Act may include OTC members, state legislators, Congressional aides, members of the Community Solutions Team, State and Federal agency representatives, regional groups that have an interest in transportation such as housing, law enforcement, Regional Investment Boards.
- ACTs must operate consistent with state public meeting laws and provide for public involvement in their decision making.
- ACT recommendations to the OTC must be consistent with adopted federal, state, regional and local plans, policies and regulations.
- Regular coordination should occur with the OTC, various ODOT advisory committees, adjacent ACTs, the Community Solutions Team, other affected state agencies, Regional Investment Boards, MPOs, local governments, transit districts, port districts.

## **VI. Options for Consideration**

- Seek ACT designation for the status quo.

## ATTACHMENT A

- Form a three-county MPO in lieu of an ACT.
- Establish a 3-county ACT which meets quarterly (as part of the JPACT meeting) with a limited agenda.
- Broaden JPACT's membership and territory and seek ACT designation.
- Broaden JPACT's territory but provide for involvement of stakeholders through other input mechanisms.
- Encourage Clackamas, Washington and Multnomah Counties to form a rural ACT, seek ACT designation as the urban ACT for JPACT and establish coordination mechanisms (much like the Bi-State arrangement).

## ATTACHMENT B

### Comparison of ACT, MPO and Metro Organizational Requirements

	<b>ACT</b>	<b>MPO</b>	<b>METRO</b>
<b>Boundary</b>	Prefer full coverage throughout State consistent with a “geographic community of interest”.	Minimum of census-defined urbanized area (see Attachment B-1); or urbanized area expected within 20-years; maximum of 4-county SMSA or 5-county CMSA.	As defined in the Metro charter subject to annexations.
<b>Membership of Policy Board</b>	Minimum 50% elected officials from the area, Port and transit district board members, stakeholder representatives and ODOT staff. Ex-officio reps may include OTC, legislators, natural resource agencies, DLCD, DEQ, regional groups such as housing, regional investment boards, law enforcement agencies, members of adjacent ACTs.	MPO policy board must include local elected officials of general purpose governments, state officials, public officials that operate major modes of transportation. As enacted, JPACT bylaws also provide for Metro Council, DEQ, and three Washington State representatives.	Council President, elected metro-wide, six Councilors elected by district.
<b>Coordination</b>	Coordinate with OTC, adjacent ACTs, ODOT Advisory Committees, Community Solutions Team, Regional Investment Boards, MPO’s, local governments, Port districts, stakeholder groups.	Other MPOs in a bi-state area, clean air agencies.	Land use actions require consultation with MPAC; coordinate with Clark Co.
<b>Citizen Participation</b>	Comply with Oregon public meetings law; specific requirements related to notice, location, materials, minutes, etc.	Provide for input from citizens, public agencies, transportation agency unions, freight shippers, transit users; meet Title VI and Environmental Justice Requirements	Comply with Oregon public meetings law; charter required Metro Committee on Citizen Involvement
<b>Authority</b>			
Adopt Regional Transportation Plan	Optional – Recommended	Required – Approve	Required – Approve
Coordinate transportation plan with land use plan	Optional – Recommended	Optional – Recommend	Required – Approve

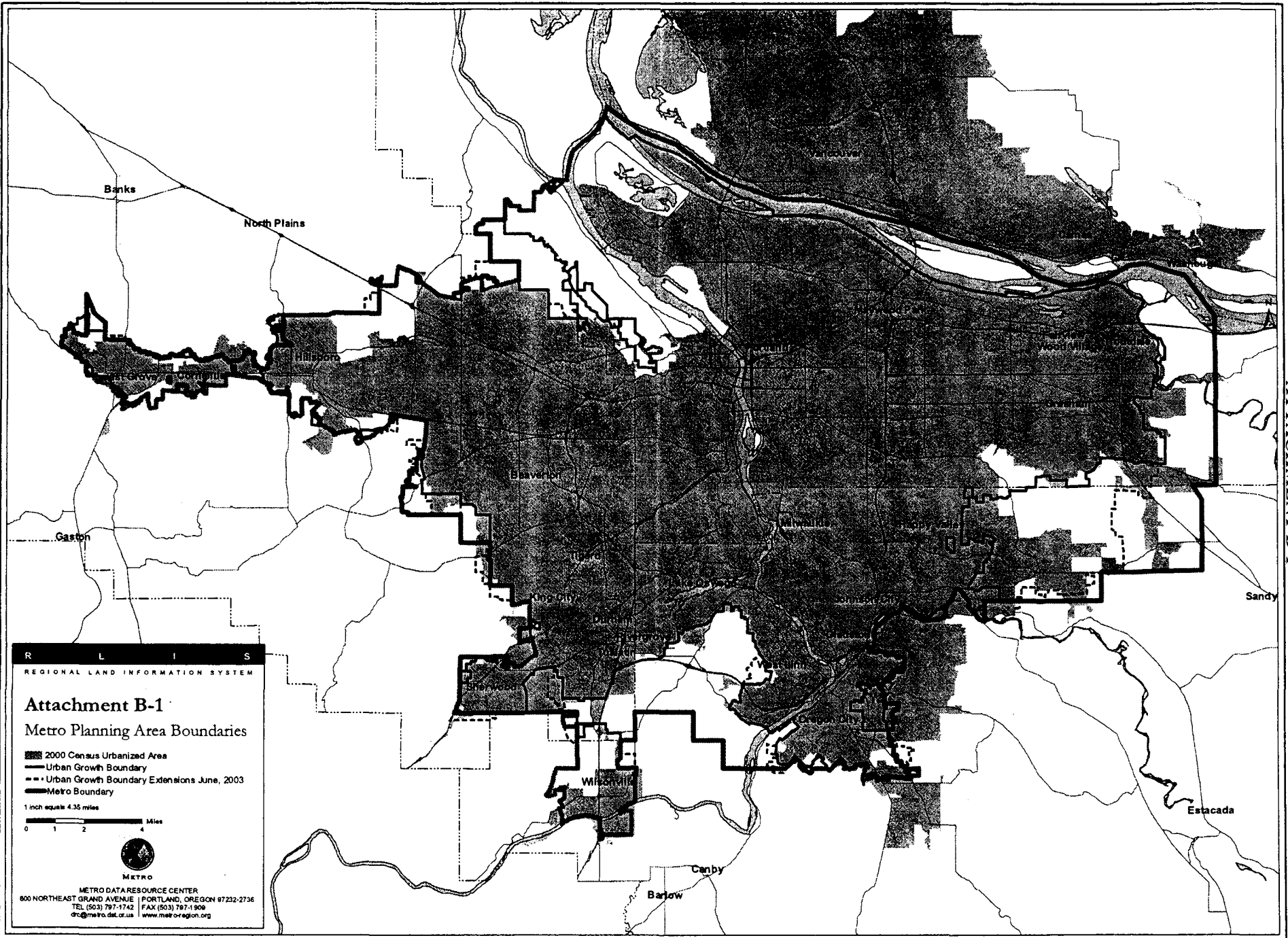


**ATTACHMENT B**

	<b>ACT</b>	<b>MPO</b>	<b>METRO</b>
Implement Clean Air Plan	Optional – Recommended	Required – Approve	N/A
ODOT Corridor Plans	Optional – Recommended	Optional – Approve	Must be consistent with Regional Transportation Plan
<b>ODOT Modernization Funds</b>			
Federal Funds	Mandatory – Recommend	Mandatory – Approve	Must be consistent with Regional Transportation Plan
State Funds	Mandatory – Recommend	Optional	Must be consistent with Regional Transportation Plan
<b>Federal Highway Funds Suballocated to Metro</b>			
Surface Transportation Program (STP)	Optional – Recommend	Mandatory – Approve	Must be consistent with Regional Transportation Plan
Congestion Mitigation Air Quality (CMAQ)	Optional – Recommend	Optional – Approve	Must be consistent with Regional Transportation Plan
Transportation Enhancement	Optional – Recommend	Optional – Recommend	Must be consistent with Regional Transportation Plan
<b>Other ODOT funds</b>			
Federal funds (NHS, Interstate, Bridge, etc.)	Optional – Recommend	Mandatory – Approve	Must be consistent with Regional Transportation Plan
State Funds (Maintenance & Preservation)	Optional – Recommend	Optional – Review & Comment	Must be consistent with Regional Transportation Plan
<b>Federal Transit Funds</b>			
Formula	None	Mandatory – Approve TriMet Decision	Must be consistent with Regional Transportation Plan
New Starts	None	Mandatory – Approve	Must be consistent with Regional Transportation Plan
<b>Other State and Local Funds</b>			
State funds distributed to local governments	None	Optional	None
Local transit and road funds	None	Optional	None
Regional Funds	None	Optional	Subject to voter approval

**ATTACHMENT B**

	<b>ACT</b>	<b>MPO</b>	<b>METRO</b>
<b>Participation</b>	Comply with Oregon public meetings law; specific requirements related to notice, location, materials, minutes, etc.	Provide for input from citizens, public agencies, transportation agency unions, freight shippers, transit users; meet Title VI and Environmental Justice Requirements	Comply with Oregon public meetings law; charter required Metro Committee on Citizen Involvement




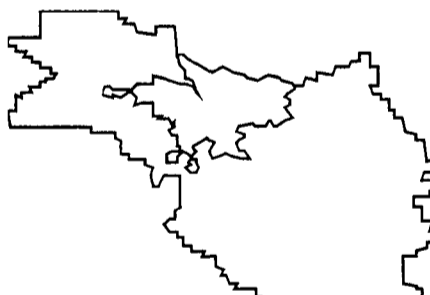
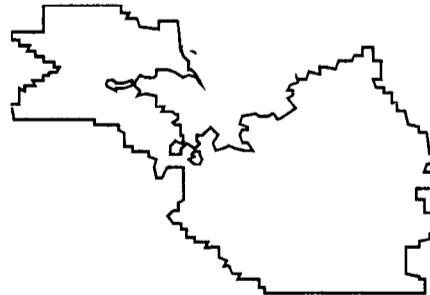



# ATTACHMENT C



METRO

## Options for Formation of a Metro Region Area Commission on Transportation (ACT)

ACT Option	Description	Membership	Implications
<p><b>1</b></p> 	<p><b>No Action</b> - Continue to function with JPACT serving as a surrogate for a recognized ACT.</p>	<p><b>No change to JPACT Membership</b></p>	<p>By taking no action, the region would avoid altering the working formula of JPACT, which has functioned successfully for nearly 30 years.</p> <p>The disadvantage of this approach is that the OTC will use the ACT structure to make transportation funding and policy decisions for the bulk of the state, with the Metro region and Eugene/Springfield region as the only areas not currently represented by an ACT. This would require the OTC to make special consideration of the Metro region in their deliberations on statewide decisions, which could be a disadvantage for our region. In addition, alternative methods of coordination with the surrounding areas and ACT will be needed.</p>
<p><b>2</b></p> 	<p><b>Metro ACT</b> - Form an ACT that encompasses the same area and scope of responsibilities that are currently defined for JPACT. JPACT would advise the OTC on ACT issues for the urban portion of the Metro region.</p>	<p><b>Existing JPACT Membership; and</b>                      (1) OTC Member (ex officio)                      (2-4) Stakeholder Reps (ex officio)</p>	<p>This approach would establish JPACT as an ACT under the OTC guidelines, ensuring that the Metro region is fairly represented in OTC deliberations and decisions. It would also maintain JPACT's current voting structure.</p> <p>However, the scope of this organizational option could leave rural areas of the Metro counties without ACT representation unless they are incorporated into an adjacent or new ACT.</p>
<p><b>3</b></p> 	<p><b>Metro ACT Subcommittee</b> - Form an ACT that serves as a subcommittee for JPACT on ACT issues that affect JPACT current area and scope of responsibilities. JPACT would serve as the conduit for advising the OTC on ACT issues, but the subcommittee would serve as the principal forum for detailed deliberations and recommendations on these issues.</p>	<p><b>Subcommittee of existing JPACT Membership that Includes:</b>                      (1) City of Portland Representative                      (1) Multnomah Co. Representative                      (1) Washington Co. Representative                      (1) Clackamas Co. Representative                      (1) TriMet Representative                      (1) ODOT Representative                      (1) DEQ Representative (ex officio)                      (1) Metro Council Member (ex officio)                      (1) Port of Portland Rep. (ex officio)                      (1) OTC Member (ex officio)                      (2-4) Stakeholder Reps (ex officio)</p>	<p>This option would allow JPACT to continue to function as the lead transportation advisory body for the Metro region, while incorporating a rural advisory function for the Metro counties by adding members or ex officio representatives.</p> <p>Under this option, rural ACT matters would be considered by a subcommittee of JPACT members who also serve as elected representatives for the rural portions of the Metro Counties. It would also include ODOT as a subcommittee member. This approach would preserve JPACT's voting structure, while allowing rural ACT issues to be deliberated first by affected jurisdictions before discussion by the full membership of JPACT.</p>
<p><b>4</b></p> 	<p><b>Metro MPO &amp; Tri-County ACT</b> - Form an overlapping ACT as a complement to JPACT for the purpose of advising JPACT on the ACT issues affecting Multnomah, Washington and Clackamas counties. The ACT would serve as the conduit for advising the OTC on ACT-related transportation matters for both the urban and rural areas of the Metro area counties, based on recommendations from both the JPACT general membership and the ACT.</p>	<p><b>New ACT that overlaps Metr MPO and is appointed by JPACT:</b>                      (1) City of Portland Representative                      (1) Multnomah Co. Representative                      (1) Washington Co. Representative                      (1) Clackamas Co. Representative                      (1) ODOT Representative                      (1) Neighbor City Representative                      (1) Oregon Farm Bureau Rep.                      (1) Oregon Forest Ind. Council Rep.                      (1) 1,000 Friends of Oregon Rep.                      (1) Metro Council Rep (ex officio)                      (1) OTC Member (ex officio)</p>	<p>This alternative would allow JPACT to continue to function as the lead transportation advisory body for the Metro region, while instituting an ACT function for the Metro counties and additional stakeholders on rural ACT matters.</p> <p>The JPACT members from the City of Portland, Counties and ODOT would serve on the ACT. Additional members of the ACT would be appointed by JPACT. Recommendations on ACT matters that also have MPO implications would be forwarded from the ACT to JPACT for final deliberation before being submitted to the OTC. The ACT would comment directly to the OTC on most ACT-related issues.</p>
<p><b>5</b></p> 	<p><b>Rural ACT</b> - Form an ACT that operates separately from Metro, and is governed jointly by the City of Portland and Multnomah, Washington and Clackamas Counties. This ACT would be to advise the OTC on transportation matters for rural portions of the Metro area counties. This option could be enacted separately for the rural area or in conjunction with options 1 or 2.</p>	<p><b>Independent Committee includes:</b>                      (1) City of Portland Representative                      (1) Multnomah Co. Representative                      (1) Washington Co. Representative                      (1) Clackamas Co. Representative                      (1) US Forest Service/BLM Rep.                      (1) ODOT Representative                      (1) ODFW Representative                      (2) Neighbor City Representatives                      (1) Oregon Trucking Association Rep.                      (1) Oregon Farm Bureau Rep.                      (1) Oregon Forest Ind. Council Rep.                      (1) 1,000 Friends of Oregon Rep.                      (1) Metro Council Member (ex officio)                      (1) OTC Member (ex officio)</p>	<p>This option would form a "ring-around-Metro" ACT that operates independently of JPACT and the Metro Council. This approach would allow JPACT to continue to function as the lead transportation body for the urban area with no changes to membership or voting structure. It could allow for informal communication between the ACT and JPACT through common membership, but the ACT would advise the OTC directly on transportation matters.</p>
<p><b>6</b></p> 	<p><b>Tri-County MPO</b> - Form an expanded MPO; under federal guidelines, the current MPO boundary is the minimum required and is allowed to be expanded to the full three, four (including Yamhill) or five (Columbia) county area.</p>	<p><b>Expanded JPACT that includes:</b>                      Current Membership                      (1) OTC member (ex officio)                      (3) Rural City Representatives                      (1) US Forest Service/BLM Rep.                      (1) ODFW Representative                      (2-4) Stakeholders (ex officio)</p>	<p>This option would require redesignation by the Governor and local governments representing 75% of the population of the expanded area. This change would expand the scope of the Regional Transportation Plan (RTP) and Metro Transportation Improvement Program (MTIP) to cover the full three-county area, and would raise issues about financial responsibility for regional planning and MTIP allocations.</p>



July 7, 2003

Metro Councilor Rod Park  
Chairman, Joint Policy Advisory Committee on Transportation  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Subject: Alternative TriMet Representation at the July 10 JPACT Meeting

Dear <sup>Rod</sup>~~Councilor Park~~:

I regret that both Neil McFarlane and I will be in Washington D.C. in the conduct of business for much of this week that includes the July 10, 2003 meeting of JPACT. Neil is TriMet's alternate representative to the JPACT.

As it is important that TriMet be represented at the meetings of JPACT, I am requesting that Ms. Olivia Clark, TriMet Executive Director of Government Affairs, be authorized to represent TriMet at this July 10<sup>th</sup> meeting. Olivia has been attending JPACT meetings and we have together reviewed the agenda for this meeting.

Please let Olivia know if there is a concern with this authorization at 503-962-6411. Thank you for this consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred".

Fred Hansen  
General Manager

## **Kennemer, Bill**

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**From:** Rist, John  
**Sent:** Tuesday, July 08, 2003 5:38 PM  
**To:** Kennemer, Bill; McGinnis, Cherie  
**Subject:** proposed correction to June 12 JPACT minutes

Bill & Cherie:

I would like to propose a correction to the June 12 JPACT minutes regarding my comments on the second to last page of the minutes.

I believe it should read as follows:

*Mr. John Rist, Clackamas County, stated that during the second OTIA process they received \$1.9 million for right of way to 152nd with a local match contribution of \$6 million for construction. (rest of the paragraph stays the same)*

please let me know if you need any further information.

John

COMMITTEE TITLE JPACT

DATE July 10, 2003

NAME

AFFILIATION

Indy Co Inpro	metro
Rob Peck	Metro Council
MATTHEW GARRETT	ODOT
Olivia Clark	TRIMET
ROB DRAKE	CITIES OF WASHINGTON CO.
Rob Monroe	Metro Council
Marcia Rejda Saffley	Mult CO —
Bill Gendron	CLATSOP CO
Stephanie Harlock	DEQ
Dean Costingill	RIC (Alt. for City of Vancouver)
Don Wagner	WSDOT
CRAIG PRIDMORE	CLARK CO.
Jessie Krasit	4 Cities E <sup>count.</sup> County
KARL ROLFE	C <sup>3</sup>
REX Burkholder	Metro Council
Jim Franzen	City of Kettle
Roy Rogers	Washington County
Kathy Busse	" "

COMMITTEE TITLE JPACT

DATE July 10, 2003

NAME	AFFILIATION
LAUREL WENTWORTH	CITY OF PORTLAND
Ron Papsdorf	City of Gresham
Dave Nordberg	DEQ
Marianne Fitzgerald	DEQ
John Ait	Clackamas County
Karen Schilling	Multnomah County
Rooney Barber	Metro Council Office
Robin McArthur	ODOT
Richard [unclear]	Metro
Phil Selby	TRIMET
Lynn Peterson	L.O.
ROBERT BERTINI	PORTLAND STATE UNIVERSITY
Debbie Murdock	Portland State University
Greg Theisen	Port of Portland
Kim Ellis	Metro
JOHN GROTT	CORNERUS COUNCIL
Suzanne Kunse	Congresswoman Hooley
Cecilia Johnson	Multnomah County



COMMITTEE TITLE JPACT

DATE July 10, 2003

NAME

AFFILIATION

John Mermin

Metro

Bob Duchmig

OTSC