

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 02-XXXX  
PORTLAND REGIONAL FEDERAL )  
TRANSPORTATION PRIORITIES FOR FFY ) Introduced by Rod Monroe  
2003 APPROPRIATIONS )

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled, "Portland Regional Federal Transportation Priorities,"; now therefore

BE IT RESOLVED that the Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this \_\_\_\_ day of February, 2002

\_\_\_\_\_  
Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

**DRAFT**

**Fiscal Year 2003 Congressional Appropriations Funding Requests**

The following requests for Congressional assistance will be forwarded by the Region to the Washington and Oregon Congressional delegations from the Metropolitan Planning Organizations in the Portland – Vancouver Metropolitan area for FFY2003 funding.

**A. Oregon Projects**

1. Interstate MAX extension. Request \$83 million in Sec. 5309 transit capital funding for continued construction.
2. Wilsonville to Beaverton Commuter Rail. Request an appropriation of \$18 million in Sec. 5309 funds for the construction of the 15.5-mile commuter rail project in Washington County, Oregon and report language directing FTA to sign an FFGA at a 60% federal share for a total of \$72 million.
3. Multnomah County is requesting \$3 million from Bridge Discretionary funds to start the required environmental work prior to replacing the Sauvie Island Bridge. Construction funding will be sought through the reauthorization of TEA-21 to replace the bridge.
4. Sec. 5309 Bus and Bus Facilities. Tri-Met requests an appropriation of \$8.5 million for regional buses and bus facilities<sup>1</sup>. Wilsonville requests \$1.50 million of Section 5309 congressional appropriation funding for construction of a 250 space park-and-ride facility and transit center.
5. I-5 Trade Corridor. In anticipation of recommendations from the I-5 Partnership Task Force and necessary amendments to the Portland Regional Transportation Plan and the Vancouver Metropolitan Transportation Plan, ODOT requests \$3 million in FFY 2003 from the National Corridor Planning and Development Program to conduct a Tier 1 Environmental Impact Statement for vehicle and transit crossings of the Columbia River, and associated interchange improvements between SR 500 in Vancouver and Columbia Boulevard in Portland.

In addition, the Coast Guard is currently completing an evaluation of the railroad swing-span across the Columbia River to determine if it is eligible for funding under the Truman-Hobbs Act. Pending the outcome of that study,

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<sup>1</sup> The Tri-Met general funds offset by the federal appropriations for bus purchases in FY03 will be prioritized to first, fund the environmental work and preliminary engineering for the South Corridor study, complete the Milwaukie Southgate Park & Ride, complete funding for the Clackamas Town Center Transit Center improvements identified in the Locally Preferred Strategy (LPS), then for other south corridor bus-related projects as appropriate, and finally, for other regionally identified transit priorities.

there may be a request for an appropriation to build the recommended project. Also, ODOT anticipates seeking funding from the reauthorization of TEA-21 for construction of the widening of I-5 between the Delta Park to Lombard Interchanges.

6. Columbia River Channel Deepening. The U.S. Army Corps of Engineers completed the Biological Assessment in January, and a National Marine Fisheries Service/U.S. Fish and Wildlife biological Opinion is expected in March 2002. If the opinion is favorable, \$11.5 million in ecosystem restoration, research, and monitoring funds will be sought in the FY2003 Energy and Water Appropriations bill. Congress appropriated \$4.5 million for the project in FY 2001, which funded the extensive scientific analysis that resulted in the new Corps of Engineers Biological Assessment.
7. Regional Highway Projects.

High Priority Projects

- Request \$2 million for Sunnyside Road 122<sup>nd</sup>-142<sup>nd</sup> construction for Clackamas County.
- Request \$6 million for Boeckman Rd. extension.
- Request \$10 million for Sunrise Corridor Unit 1 PE/DEIS/FEIS for Clackamas County.
- In addition, the region requests \$2 million for Columbia Boulevard Interchange PE/DEIS/FEIS from the Borders and Corridors Program.
- Request \$5.25 million for Powell Boulevard 174<sup>th</sup> to Burnside reconstruction for Gresham.
- Request \$2.5 million for Hwy. 26/Cornelius Pass Interchange.

Additional Requests

- Request \$3.5 million for Lake Road Street Improvements Oatfield to Hwy. 224 for Milwaukie.
  - Request \$1.5 million for Gibbs St. pedestrian overcrossing PE for City of Portland.
  - Request \$0.300 million for Highway 99E (Martin Luther King Ave.) at Fremont intersection improvements for City of Portland.
  - Request \$1 million for Highway 43 (Macadam) at Bancroft St. intersection improvements for City of Portland.
8. Amtrak South Station. The region is seeking \$1 million in federal capital construction matching funds for a new Amtrak station at Oregon City from the National Rail Development and Rehabilitation Program.
  9. High Speed Rail. Support High Speed Rail Investment Act (S. 250) or similar legislation to fund necessary improvements in high-speed rail corridors.

10. Transportation and Community and Systems Preservation.
  - Request \$1 million for Metro's Kenton Station Seed & Feed Transit Oriented Development Project.
  - Request \$3.5 million for Gresham Civic Neighborhood LRT Station project.
  - Request \$3 million for Clackamas County's Sunnyside Village land and construction.
  - Request \$3.5 million for Railroad Avenue Multi-Modal Reconstruction for Milwaukie.
11. Intelligent Transportation System. Request \$4.25 million appropriation for the State of Oregon's ITS initiatives. (Placeholder).
12. Central City Streetcar. For FY 2002, request \$1 million in HUD funds for Preliminary Engineering to extend the streetcar through North Macadam's 130-acre undeveloped area.
13. Jobs Access. Request \$2.8 million for Jobs Access programs.

**B. Washington Transit Projects**

1. Intelligent Transportation Systems (ITS). Request \$1.5 million in planning funds for C-Tran's Automated Vehicle Locator (AVL) project. **(DRAFT)**.
2. 99<sup>th</sup> Street Park and Ride. Request \$1.0 million for construction.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 02-XXXX, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2003 APPROPRIATIONS

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Date: February 6, 2002

Prepared by: Andy Cotugno

#### BACKGROUND

The region annually produces a position paper that outlines the views of JPACT and the Metro Council concerning transportation policy and funding issues that are likely to be considered by Congress during the coming year.

The proposed position paper addresses several critical regional transportation issues. The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects within the next three to five years at the same time: Interstate MAX and Wilsonville to Beaverton commuter rail. Additionally, there are several complementary projects for which the region is requesting funding; bus and bus facility purchases in support of the South Corridor transit study, Wilsonville park and ride, Gresham civic neighborhood light rail station, Kenton TOD project, Sunnyside Village TOD and Central City streetcar extension to North Macadam.

Oregon and Washington continue to work to develop a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues addressed in the paper include Columbia River channel deepening and high-speed rail.

Other regional projects identified for funding requests include: Sauvie Island bridge replacement, Sunrise Corridor Unit 1 DEIS, Powell Boulevard in Gresham, Sunnyside Road, Boeckman Road extension, Hwy. 26/Cornelius Pass interchange, Amtrak south station, State of Oregon and C-Tran intelligent transportation systems, and Jobs Access program.

#### ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 00-869A and Resolution No. 00-2968B and must be amended into the Metro Transportation Improvement Program.
3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain

funding for one or more of the projects could affect the FY 02-03 Transportation Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

**RECOMMENDED ACTION**

Approve Resolution 02-XXXX for submission to the Oregon Congressional delegation for consideration in the FFY 03 Appropriations Bill.

M E M O R A N D U M

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



**METRO**

DATE: February 6, 2002  
TO: JPACT Members  
FROM: Andy Cotugno  
SUBJECT: MTIP Refinement Work Plan

\* \* \* \* \*

At the conclusion of the 2002 - 05 MTIP allocation process, Metro staff was directed by JPACT and the Metro Council to provide a review of the MTIP program policies and objectives prior to the next allocation process. As you know, the last allocation resulted in a number of outstanding policy issues regarding the appropriate use of flexible federal funding in the context of the 2040 growth concept and other sources of revenue. Enclosed is a description of the work program to review the program objectives and the decision process to apply to the 2004 - 07 allocation process.

The purpose of this work is to reach a decision on the policy direction of the MTIP program, the decision process by which projects are selected, the technical and administrative measures used to rank projects and to ensure this decision is administered in the 2004 - 2007 MTIP allocation process. The work program will also address greater public understanding of the MTIP program and transportation funding in the region.

The draft work program is divided into two sections; the policy and process refinement work that will occur this spring and summer, and the 2004 - 2007 allocation process that will begin this fall. A timeline for each section is provided at the back of the work plan. The policy and process refinement work plan section includes identification of program policy and process issues, development of a program policy report, and refinement of the technical ranking measures and project selection process. Elements of the 2004 - 2007 MTIP allocation work plan section include project solicitation, project selection, MTIP adoption, program promotion and recognition, and implementation.

**DRAFT**

# **Metropolitan Transportation Improvement Program Policy and Process Refinement and 2004 - 2007 Allocation**

## **Introduction**

In order to strengthen the link between Metro's growth management policies and the allocation of transportation funds, a work program will be developed to refine the Metropolitan Transportation Improvement Program (MTIP).

Following are proposed areas of discussion to develop a work program for February 2002 through December 2003. This work program will lead to a refined MTIP allocation process for the fiscal years of 2004 through 2007. Topical areas include issue identification, program policy direction and objectives, technical ranking refinement, project selection process refinement, project application solicitation, project selection, adoption, program recognition, and implementation.

## ***Policy and Process Refinement***

### **Issue Identification**

Metro project staff will review past allocation practices and meet with stakeholders to identify issues related to policy implementation and the allocation process of the MTIP. A brief presentation will be prepared to summarize the current issues and provide context for meaningful input by stakeholders.

### **Products**

- A. Presentation of research and policy issues
- B. Stakeholder survey
- C. Summary report on research findings, stakeholder surveys and public perspectives

### **Decision Bodies and Due Date**

Products will be complete by March and provided as information to decision-makers.

### **Work Items**

- A. Research and Development of Presentation Material  
Summarize information to help provide understanding to the MTIP rules and policies.
  - 1. Federal rules regarding transportation funding
  - 2. Metro Functional Plan policies including RTP Section 1.3.7 and 6.5
  - 3. Description of existing Metro/JPACT/TPAC decision-making process
  - 4. Prior years MTIP decision-making process (policy, solicitation, technical ranking, allocation)
  - 5. Unresolved issues identified in previous MTIP allocation processes,
  - 6. Summary of state and local transportation revenues and expenditures in the region; local, MTIP, STIP.



**B. Stakeholder Interviews;**

Interview stakeholders to gather input on individual views of spending goals/priorities of the MTIP (leverage 2040, multi-modal system, congestion relief, etc.), and desired refinements in the allocation process (what are needs and wants from process, what are possible methods of allocation to maximize effectiveness of policy implementation, other).

1. Metro councilors
2. County coordinating committees
3. Program topical stakeholders
4. JPACT and MPAC members
5. 2040 Centers groups
6. Economic development agencies
7. Transportation advocacy groups
8. Others upon request.

**C. Public Perspective Research;**

Evaluate Metro survey information (e.g., 2001 Davis - Hibbetts), previous MTIP public testimony and other outreach activities to better understand public perspectives on allocation priorities. In addition, consider the 2002 Metro Conference into regarding transportation funding priorities.

**Develop Policy Direction and Program Objectives**

Based on research and stakeholder interviews and consistent with RTP Goals, draft a report for JPACT and Metro Council on the MTIP program objectives and policy direction.

**Products**

- A. Policy report on MTIP program objectives

**Decision Bodies and Due Date**

Policy report will be adopted by JPACT/Metro Council and possibly other Metro committees (e.g., MPAC) by the end of June, 2002.

**Work Items**

**A. Identify Strategic Program Objectives**

Based on research and stakeholder interview comments, draft policy report to reach a decision on program objectives to guide project selection process. This report will expand upon the existing policy language recently adopted in the Regional Transportation Plan sections 1.3.7 and 6.5. Any policy direction inconsistent with the RTP would require an RTP amendment.

**B. Summarize and Propose MTIP Funding Policies**

1. Outline regulatory restrictions
2. Evaluate freeway/highway eligibility policy
3. Evaluate policy for funding projects previously funded by MTIP for planning and PE
4. Direction on potential of funding new project categories
5. Funding "2040 supportive" projects outside of centers/employment areas
6. Address other issues identified during research/outreach.

**C. Public Outreach Focus**

Define an outreach process to facilitate public comment on draft policy direction.

## **Refine Technical Ranking**

Refine technical ranking criteria to reflect new program objectives, as necessary.

### **Products**

- A. New project evaluation structure
- B. New data and project ranking criteria for any new project categories
- C. Updated technical ranking sheets with new criteria and scoring measures

### **Decision Bodies and Due Date**

Project categories, criteria and scoring measures will be presented to TPAC, JPACT, Metro Council and possibly other Metro committees for comment as informational items in July, prior to project solicitation. The decision making process at this step will be coordinated with the policy direction report previously described on page 2 of this work plan.

### **Work Items**

#### **A. Review Existing Project Categories**

Based on research and stakeholder interview comments about desired process refinement, existing policies and requirements, redefine how project applications are categorized and evaluated. Existing MTIP modal categories may be added, dropped or consolidated.

#### **B. Identify New Project Categories**

Evaluate funding categories or revised ranking criteria within existing categories to emphasize new program objectives. This entails developing adequate data for a technical evaluation of competing projects and to work with jurisdictions and agencies to adequately prepare and nominate eligible projects. Following are categories that Metro staff has identified for consideration through this process. Stakeholders will be asked to identify any additional categories.

1. Green Streets
  - a. Regional streets; new and retrofit categories
  - b. Local streets demonstration project (?)
  - c. Culverts and wildlife crossings.
2. Corridor Planning Implementation
  - a. I-5 Trade Corridor
  - b. Highway 217
  - c. Powell/Foster.
3. UGB Expansion Areas
4. Centers Development  
Review MTIP project categories and consider linking to land use based planning prioritization and implementation model.
5. Others.

- C. Develop or revise technical ranking measures based on new policy direction and organized by new project categories.
1. Internal Metro staff interviews (DRC, Travel Forecasting, Community Development) on what measures are possible to implement adopted policies and the meaning and limits of available data
  2. Topical stakeholder interviews on what should and can be measured to implement adopted policies
  3. Integrate post-allocation reporting from jurisdictions and agencies on construction progress and post-construction performance measures into future technical ranking measures.

### **Refine Project Selection Process**

#### **Products**

Project selection materials and process that facilitates a decision on implementation of program objectives.

#### **Decision Bodies and Due Date**

A decision process for project selection will be presented to TPAC, JPACT, Metro Council and possibly other Metro committees for comment as informational items in July, prior to project solicitation.

#### **Work Items**

- A. Provide options to incorporate Metro Committee input into project selection process.
- B. Identify prior policies to fund or prioritize specific projects.
- C. Define public outreach strategy
  1. Metro policy requirements
  2. Identify additional opportunities
  3. Coordination with State Transportation Improvement Program (STIP) outreach
  4. Process for summarizing comments and integrating into administrative criteria for selection process.

## **2007 MTIP Allocation**

### **1.0 Program of Project Applications**

1.1. Active role for Metro in seeking project proposals from jurisdictions and agencies consistent with regional goals and policies and revised MTIP program objectives.

1.2. 2007

1.3. Presentations for project solicitation meetings with local governments and agencies  
1.4. Coordination of project applications with jurisdictions and agencies

### **2.0 Key Dates and Due Date**

2.1. Regional and Agency coordination on solicitation of applications will take place in September and October 2002 by Metro staff and elected officials. Pre-application conferences will take place prior to the application deadline in November 2002.

### **3.0 Key Items**

#### **3.1. Local Coordination**

3.1.1. Improve relationships on projects that are of common local/regional interest. This includes communicating the regional vision while listening to local concerns and priorities.

1. Develop presentation material on regional policies and goals and how adhering to regional goals collectively benefits all individual jurisdictions.
2. Identify transportation centers, corridors, status of planning in these areas and project examples (from RTP Priority list) tailored to each jurisdiction.
3. Schedule meetings between Metro Councilors and staff and local and agency representatives.
4. Metro Councilor and/or staff presentation to coordinating committees to kick-off MTIP project solicitation phase.

#### **3.2. Follow-up strategy**

3.2.1. Metro jurisdictions and agencies apply for desired projects in next MTIP process.

1. Letter from Metro restating the local concerns heard at the meeting and suggesting other follow-up action to address issues that are outside of MTIP priorities (technical help developing local funding sources, ODOT coordination, etc.)
2. Identification of key staff to follow through on project development
3. Ensure projects are incorporated into local Capital Improvement Programs
4. Ensure adequate local public outreach meets Metro's procedures for public involvement.

- C. Coordinate with STIP; identify opportunities for jointly funded projects and provide regional input on state funding program.
  - 1. Modernization (Interstate, 4R, NHS, STP, State Trust Fund)
  - 2. Bridge
  - 3. Pavement
  - 4. Safety.
  
- D. Coordinate with Tri-Met funding
  - 1. Transportation Investment Plan (5 year plan)
  - 2. New Starts federal capital program
  - 3. Other federal capital program funding
  - 4. Annual Service Planning.
  
- E. Pre-Application Conferences  
 Schedule pre-application conferences in each of the coordinating committee areas and with Tri-Met, ODOT and the Port to ensure applications are completed accurately.

**Project Selection**

Products

- A. Project allocation list with regional consensus that implements regional priorities and addresses local needs and MTIP program objectives. The list will include complete information and be understandable for public review.

Decision Bodies and Due Date

Project selection for the '04-'07 MTIP will be adopted by JPACT/Metro Council in April 2003.

Work Items

- A. Technical ranking by project category; appropriate background information and outreach material.
- B. Committee and Council presentations and decision process.
- C. Implementation of public involvement process.

**MTIP/STIP Adoption**

Products

- A. Coordinated and efficient administration of MTIP funding with regulatory requirements and other transportation funding programs.
- B. Completion of an integrated 2004 - 2007 MTIP/STIP for submittal to the Oregon Transportation Commission and US Department of Transportation.
- C. Completion of an integrated MTIP/STIP suitable for public audiences.
- D. Completion of an air quality conformity determination.

### Decision Bodies and Due Date

Adoption of the '04-'07 MTIP will be made by JPACT/Metro Council in July 2003.

### Work Items

- A. Air Quality Conformity
- B. STIP Integration
- C. Summary of Tri-Met federal funding
- D. Documentation and notification requirements
- E. Complete public review process.

### Program Promotion & Recognition

#### Products

- A. Public information tools that promote understanding of the program, its objectives and implementation.

### Decision Bodies and Due Date

The new program name will be selected prior to the project solicitation phase in September, 2002. Other products and work items will be on-going through the course of the program.

### Work Items

The following activities or items are proposed to better showcase the MTIP.

- A. New program name and/or identity. Develop a name or identity that reflects the program as an implementation tool for the 2040 Growth Concept and/or the RTP.
- B. Coordination with Executive and Council offices on Agency mission and outreach work (2040 Re-engagement, etc.).
- C. Coordinate with Planning Department strategy of growth management outreach. Create events that team with other department work to showcase how the MTIP helps implement Metro's growth management mission.
- D. Conference presentation and award applications - look for opportunities to showcase the program and individual projects.
- E. Conditions on agencies receiving allocations
  - 1. Metro logo and funding description on all project literature and signage
  - 2. Metro elected officials partnering in project events
  - 3. Comply with new process developed to provide Metro with feedback on construction progress and performance of funded projects.

- F. Program publication
  - 1. Describe program goals of implementing regional growth management policies
  - 2. Describe funding sources and allocation process
  - 3. Highlight selected projects and describe how they implement 2040 growth concept
  - 4. Summarize "performance" of program and other transportation resources spent in the region in implementing RTP and/or the 2040 growth concept.
- G. Web presence with project descriptions, site pictures and plans, timelines, summary of finished projects.
- H. Annual list of projects that updates progress and implementation timing of projects selected through the MTIP process that are still active.

## **Implementation**

### **Products**

- A. Identification of post-construction project performance measures by project category
- B. Summary of jurisdiction/agency reports on construction updates and project performance
- C. Proposed changes to project ranking and performance measures based on project feedback.

### **Decision Bodies and Due Date**

Post-construction measures will be drafted prior to project solicitation phase in September. Other products and work items will be on-going by staff.

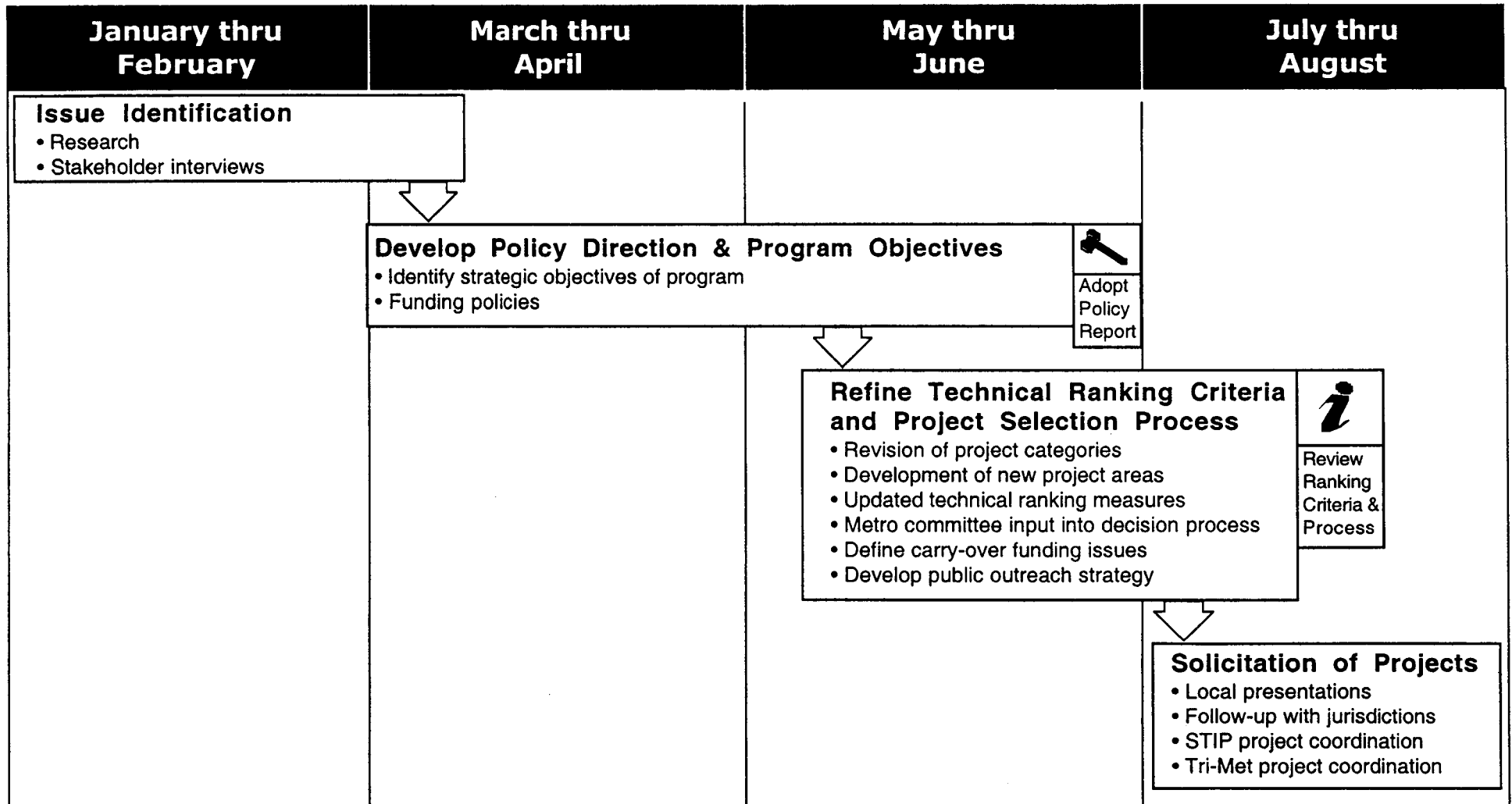
### **Work Items**

- A. Monitoring of Projects
  - 1. Create list of implementation goals and project performance measures for each project category 2004 - 2007 MTIP
    - Is infill happening near Boulevard projects?
    - Are safety improvements making facility safer?
    - How are green street improvements performing on stormwater management?
    - Transit ridership data?
  - 2. Develop feedback process to report on whether projects are being built or performing as proposed in the application or subsequent agreements.



DRAFT

# MTIP Policy & Process Refinement 2002



Policy Decision



Informational Briefing

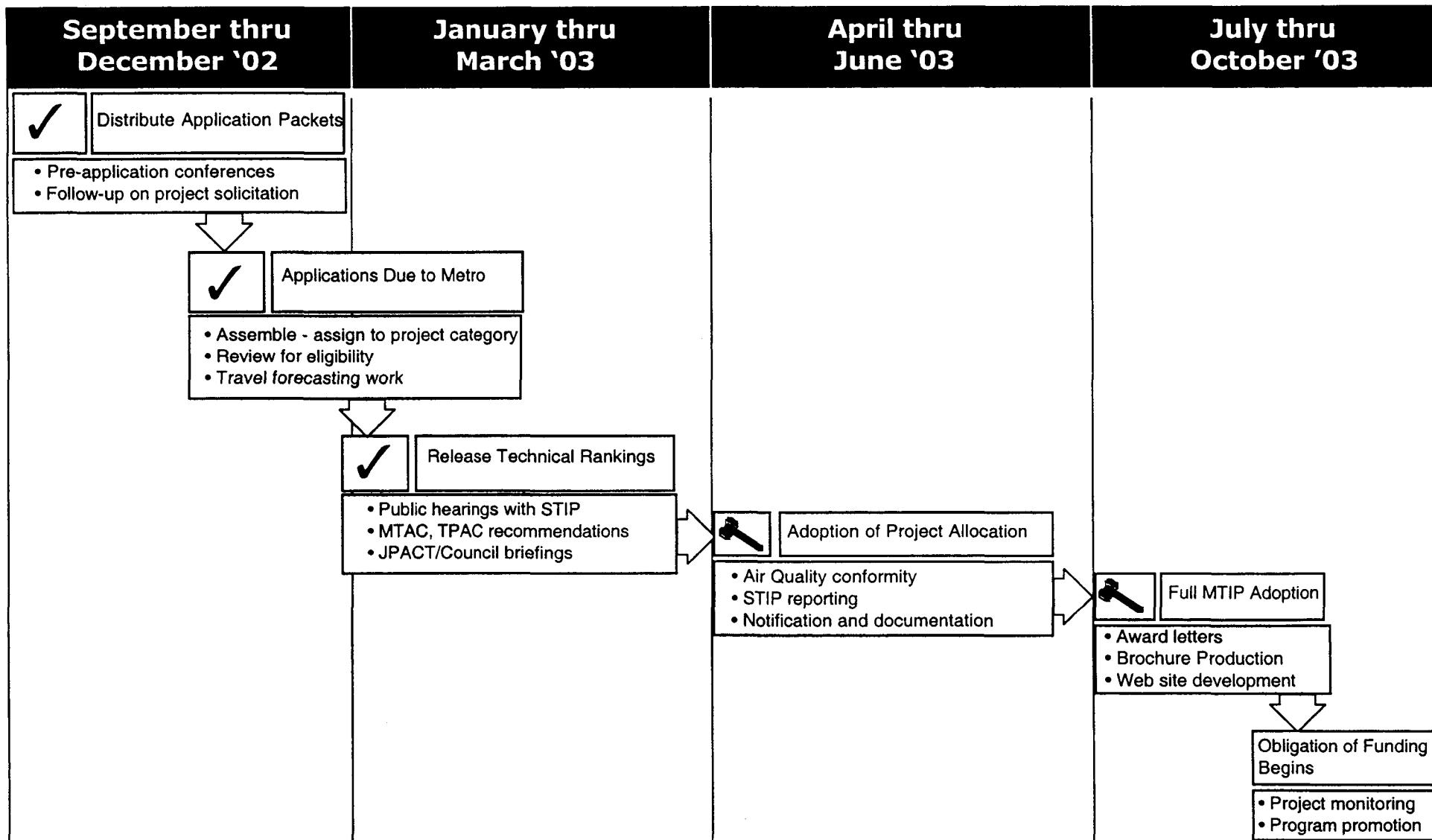
February 5, 2002





DRAFT

# 2004 - 07 MTIP Allocation Process



Completion Date for Technical Work

Policy Decision

February 5, 2002

## Comparison of Priorities 2001 Ranking Criteria

### JPACT/Metro Council Adopted Ranking Criteria

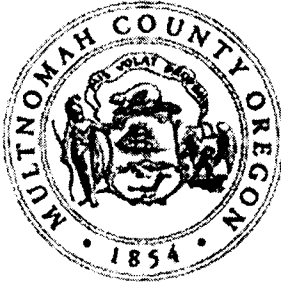
- Address 2040 land use objectives 40 points
- Improve safety 20 points
- Effectiveness and cost effectiveness 20 points
  - Road mod and recon, freight, pedestrian, and bicycle objective: increasing mobility
  - TOD and TDM objective: reducing VMT
  - Transit objective: increasing riders
  - Boulevard objective: boulevard design elements;
- Implementation of project category specific objectives: 20 points
  - Road modernization: reducing congestion
  - Road reconstruction: updating road to current standards
  - Boulevards: enhancing access to alternative modes
  - Freight: reducing delay of freight movement
  - Pedestrian, bicycle, TOD, transit, TDM: increase alternative mode share of trips
  - TOD: increase density

Projects were assigned to one of the above project categories; road modernization, road reconstruction, boulevard design, freight, pedestrian, bicycle, TOD, transit, or TDM. Projects were then ranked for technical merit within each category.

### 2001 Supplemental Council Criteria

- Project supports 2040 center, main street or station community
- Project supports 2040 industrial center or inter-modal connector
- Project manages demand or enhances the existing transportation system
- Project promotes an alternative to the single-occupant vehicle
- Project contributes to the development of a multi-modal transportation system
- No other readily available funding source for the project.

The council evaluated each project based on how many supplemental criteria the project met. The council then used this evaluation to identify a list of priority projects, representing approximately 73% of the available MTIP funding in the 2002 - 2005 cycle.



## Commissioner Maria Rojo de Steffey District 1

501 S.E. Hawthorne Blvd., Ste. 600  
Portland, Oregon 97214  
Email: District1@co.multnomah.or.us

Building Phone: (503) 988-5220  
Fax: (503) 988-5440

### MEMORANDUM

DATE: February 6, 2002  
TO: JPACT Members  
FROM: Commissioner Maria Rojo de Steffey, Multnomah County  
RE: Sauvie Island Bridge

At our January JPACT meeting, I described an urgent situation on the Sauvie Island Bridge that Multnomah County staff discovered in late December. I would like to give you a brief status of the situation and explain our funding strategy for this bridge. We are approaching this critical problem with a short-term and a long-term strategy.

Since the January JPACT meeting, our consultant identified 11 more cracks that need to be fixed prior to allowing truckloads of 80,000 pounds (the legal load limit). This will be a temporary improvement to the bridge that we can address using County funds. We plan to have the temporary improvements in place by the end of February.

At this time we do not have an engineer's estimate as to how long our temporary improvement will last. We are still deliberating how we will accommodate those businesses that need to haul heavier loads (up to 105,500 pounds). Due to the uncertainty of the temporary improvements, I feel strongly that we need to move quickly to start preliminary work on our long-term strategy to replace the bridge. We currently have a consultant working on a Tier I Bridge Siting Study that will give us preliminary environmental information on possible locations for a new bridge and any fatal flaws. This work will be extremely useful as we move into the required environmental work for a bridge replacement.

Multnomah County is requesting \$3-5 million from Bridge Discretionary Funds in federal fiscal year 2003. We have submitted this request as part of JPACT's Federal Priorities paper that JPACT will be approving at the February 14, 2002 meeting. I am asking for your support of this project. As you know, we are also responsible for 5 other bridges within the metropolitan area and our funding must address the urban and rural bridges. We are anticipating that the cost of

## Sauvie Island Bridge

Page 2

building a new bridge is around \$30 million, an amount that will be difficult to secure through any source.

This bridge is also crucial to ensuring that Sauvie Island remains the rural, agricultural resource that it is today. The island is home to many farms, our county's only remaining dairy and a lumber mill that employ hundreds of workers and serve customers in the metropolitan region, the Pacific Northwest, the nation and overseas. The current load constraint on the bridge threatens the farming traditions and livelihood of island residents and businesses. A new bridge, built to accommodate the industry standard, will allow island businesses to compete and remain viable.

Thank you for your support.

Cc: Multnomah County Commissioners

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUBMITTING )  
 TO THE VOTERS AN AMENDMENT TO )  
 THE METRO CHARTER REQUIRING ) RESOLUTION NO. 02-3163  
 PROTECTION OF EXISTING SINGLE )  
 FAMILY NEIGHBORHOODS, COST )  
 IMPACT STATEMENTS REGARDING )  
 URBAN GROWTH BOUNDARY ) Introduced by Councilor Burkholder  
 AMENDMENTS, AND NOTICE TO )  
 AFFECTED NEIGHBORHOODS )  
 )

WHEREAS, the region’s residential neighborhoods are a critical ingredient in the region’s livability; and

WHEREAS, residential neighborhoods are a key component of Metro’s 2040 Growth Concept for the region; and

WHEREAS, Metro and the people of the region can achieve a more livable form of urban development by accommodating most growth in city centers and along major transportation corridors, without significant change in the region’s existing residential neighborhoods; and

WHEREAS, better information about the costs of growth for citizens of the region leads to better decisions in the region about how to accommodate growth; now, therefore,

BE IT RESOLVED:

1. That the Metro Council hereby submits to the qualified voters of the district the question of amending the Metro Charter to require protection of existing single family neighborhoods, cost impact statements regarding urban growth boundary amendments, and notice to affected neighborhoods and making related changes as set forth in Exhibit “A”;

2. That the measure should be placed on the ballot for the General Election to be held on May 21, 2002;
3. That the district shall cause a Notice of Measure Election and Ballot Title as set forth in Exhibit "B" to be submitted to the Elections Officer and the Secretary of State of Oregon in a timely manner as required by law; and
4. That the Executive Officer, pursuant to Oregon Law and Metro Code Chapter 9.02, shall transmit this measure, ballot title and explanatory statement to the Multnomah County Elections Officer for inclusion in any county voters' pamphlets published for the election on this measure.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2002.

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Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

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Daniel B. Cooper, General Counsel

## EXHIBIT A

### Amendment To Metro Charter

Section 1. Section 5 of the Metro Charter is amended to add the following provisions:

(4) Protection of Livability of Existing Neighborhoods

(a) Livability Protection. The Regional Framework Plan and any Metro ordinance adopted to implement the Plan shall protect the livability of existing neighborhoods taking into consideration air pollution, water pollution, noise, and crime as well as provision of an adequate level of police, fire, transportation and emergency services, public utilities, and access to parks, open space and neighborhood services.

(b) Density Increase Prohibited. Neither the Regional Framework Plan nor any Metro ordinance adopted to implement the plan shall require an increase in the density of single-family neighborhoods within the existing urban growth boundary identified in the plan solely as Inner or Outer Neighborhoods.

(c) Report on Effects of Proposed Urban Growth Boundary Amendment. Prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres the Council shall prepare a report on the effect of the proposed amendments on existing residential neighborhoods. Copies of the completed report shall be provided to all households located within one mile of the proposed urban growth boundary amendment area and to all cities and counties within the district. The report shall address:

- i. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- ii. Whether parks and openspace protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- iii. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

(d) Implementation. The Metro Council shall implement the requirements contained in Subsections a, b, and c within one year of adoption thereof.

## Section 2

- (a) The amendments to the Metro Charter for which provision is made in this measure shall be paramount, shall take effect and shall have precedence over the amendments to the Metro Charter proposed in Ballot Measure 26-11 if both measures are approved at the Oregon primary election conducted on May 21, 2002, and the number of affirmative votes cast for this measure is greater than the number of affirmative votes cast for Ballot Measure 26-11. In such event, Ballot Measure 26-11 shall not become effective.
- (b) The amendments to the Metro Charter for which provision is made in Ballot Measure 26-11 shall be paramount, shall take effect and shall have precedence over the amendments to the Metro Charter proposed in this measure if both measures are approved at the Oregon primary election conducted on May 21, 2002, and the number of affirmative votes cast for Ballot Measure 26-11 is greater than the number of affirmative votes cast for this measure. In such event, this measure shall not become effective.

## Section 3

- (a) Subsection 4(b) of Section 5 of the Metro Charter of this Measure is repealed on June 30, 2015 unless at the general election held in 2014, a majority of the electors voting on the question of whether or not to retain Subsection 4(b) of Section 5 of the Metro Charter as part of the Metro Charter vote to retain the subsection. If the electors vote to retain the subsection, Subsection 4(b) of Section 5 of the Metro Charter of this measure shall remain in effect. If a majority of the electors do not vote to retain Subsection 4(b) of Section 5 of the Metro Charter of this measure, then that subsection is repealed on June 30, 2015.
- (b) By appropriate action of the Metro Council, the question described in subsection (a) of this section shall be submitted to the people for their decision at the general election held in 2014.
- (c) This section is repealed on January 1, 2016.



## EXHIBIT B

### BALLOT TITLE

**CAPTION:** AMENDS METRO CHARTER: PROTECTS NEIGHBORHOODS' LIVABILITY; REQUIRES BOUNDARY AMENDMENT REPORT

**QUESTION:** Shall Metro Charter: protect neighborhoods' livability; prohibit Metro density increase in single-family neighborhoods; require report on proposed boundary amendments' effects?

**SUMMARY:** Amends Metro Charter's regional planning provisions to protect livability of existing neighborhoods. Prohibits Metro from requiring density increase in identified single-family neighborhoods. Requires report on effects of certain proposed growth boundary amendments on existing residential neighborhoods, including impacts on traffic and parks. Requires report be provided to households within one mile of proposed growth boundary amendment and to all cities and counties within Metro. Measure becomes effective instead of Ballot Measure 26-11 if it obtains more affirmative votes. Requires revote in 2014 to remain effective.

### EXPLANATORY STATEMENT

This measure refers to voters proposed amendments to provisions of the Metro Charter dealing with Regional Planning Functions. It requires the Regional Framework Plan and any Metro ordinance implementing it to protect the livability of existing neighborhoods. The measure also prohibits Metro from requiring increased density of identified existing single-family neighborhoods.

Currently, Metro performs required land-use planning activities under Oregon's land-use planning program. Oregon law authorizes Metro to adopt "functional plans" addressing matters that affect responsible development of greater metropolitan Portland. Metro may recommend or require changes to local governments' comprehensive land use plans and to ordinances that implement those plans.

In 1996, after consulting with the Region's elected officials, Metro exercised its authority by adopting the Urban Growth Management Functional Plan, which sets forth performance standards for increasing housing supplies. These standards require an increase of capacity for housing inside the Urban Growth Boundary before considering any further boundary expansion. The standards also allow cities and counties to increase housing densities selectively in areas that local governments determine are most suitable for future development.

In 1997, Metro adopted the Regional Framework Plan, which contains housing supply standards that parallel those of the Urban Growth Management Functional Plan and also identifies certain neighborhoods as "inner" or "outer" neighborhoods. This measure would require certain

changes to the Urban Growth Management Functional Plan and the Regional Framework Plan. The Metro Council must implement those changes within one year if this measure is adopted.

The proposed measure amends the Metro Charter to require that the Regional Framework Plan and any ordinance implementing it protect the livability of existing neighborhoods. In doing so, Metro must consider factors including air and water pollution, crime, and the provision of an adequate police, fire, transportation and emergency services, as well as public utilities, and access to parks, open space and neighborhood services.

The measure prohibits the Regional Framework Plan or any Metro ordinance adopted to implement it from requiring an increase in the density of existing single-family neighborhoods inside the urban growth boundary that are identified in the plan solely as "Inner" or "Outer" neighborhoods.

The proposed measure requires that before approving any amendment to the urban growth boundary in excess of 100 acres the Metro Council must prepare a report on the effect of the proposed amendment on existing residential neighborhoods. The report must address traffic patterns, the potential addition of parks and openspace protection to benefit existing and future residents of the added territory; and the costs to existing residents of providing public services to the additional area. The report must be provided to all households within one mile of the proposed urban growth boundary amendment area and to all cities and counties within Metro.

The measure provides that if both it and Ballot Measure 26-11 are approved, only the measure with the greater number of affirmative votes will become effective. This measure is repealed on June 30, 2015, unless a majority of voters in the 2014 general election vote to retain it.

MSR 26-11

NEIGHBORHOOD PRESERVATION ACT OF 2000

PREAMBLE

RECEIVED

00 JAN 21 PM 5:03

JOHN L. ERVIN  
DIRECTOR OF ELECTIONS

WHEREAS,

- 1) Increased housing density adds new apartments, rowhouses, and condominiums to established residential neighborhoods;
- 2) Increased housing density disrupts existing neighborhoods, and alters the stability of the overall land use pattern of the community;
- 3) Increased housing density causes tremendous increases in traffic congestion, commute times, and air pollution;
- 4) Increased housing density limits land available for neighborhood parks and open spaces, and increases the demand on existing parks and open spaces;
- 5) Increased housing density increases the demand on existing public services, including fire, ambulance, and police services;
- 6) Increased housing density increases the demand on existing water and sewer systems, many of which may not be designed to handle the demand caused by increased housing densities;
- 7) Increased housing density increases the demand on our existing schools and school facilities;
- 8) Increased housing density costs taxpayers money.

**Be It Enacted By the Citizens of the Metropolitan Service District:**

**Section 5 of the Metro Charter is amended as follows:**

- (4) Notwithstanding any other provision of this section, the metro council shall not adopt any ordinance which requires, either directly or indirectly, a city or county within the jurisdiction of Metro to increase housing densities or adopt minimum density requirements on residential land within the city or county.
- (5) Prior to a city or county within the jurisdiction of Metro adopting a legislative amendment to a comprehensive plan or zoning ordinance to increase housing densities or to adopt minimum density requirements on residential land within Metro's jurisdiction, Metro shall mail notice of the proposed comprehensive plan or zoning ordinance amendment to all households within the area affected by the proposed comprehensive plan or zoning ordinance change. In addition, Metro, upon a city or county proposing a comprehensive plan or zoning ordinance amendment to increase housing densities, shall prepare a report on the effect of a proposed housing density increase. The report shall address the following factors:

explanations of any technical language used in the report. The report shall consider and address each of the factors required under (5) separately.

- (8) Any notice required under section (5) shall be mailed at least 14 days prior to the initial public hearing on any city or county ordinance which proposes to increase housing densities. Notices under section (5) shall give the time and place of the public hearing, and a telephone number of the planning office for the city or county which is proposing the density increase.
- (9) Notices required under section (5) shall be prepared in a manner that is understandable to the public. The purpose of the notice is to provide information only. The notice prepared under section (5) shall be limited to a concise and impartial statement of the proposed ordinance amendment, and the information required under section (8).
- (10) Immediately upon passage of this Act, the Metro Council shall, in accordance with all applicable laws, repeal any Metro ordinance, or portion thereof, which establishes minimum housing densities or minimum density requirements on residential land within the jurisdiction of Metro, or which requires a city or county within the jurisdiction of Metro to increase housing densities or adopt minimum density requirements on residential land within the city or county.
- (11) For purposes of sections (4), (5), and (10), residential land includes all land zoned in a manner which will allow the siting of housing, including, but not limited to, residential zones or mixed zones allowing residential use.
- (12) If any phrase, clause, section, part, or application of this Act is declared unconstitutional or otherwise unenforceable by a court of competent jurisdiction, the remaining phrases, clauses, sections, parts and applications shall remain in full force and effect.
- (13) The preamble used in this initiative is provided only for the convenience of the reader and does not become part of the Metro Charter or express any intent of the people in the adoption of this amendment. This section (section 13) is repealed on February 1, 2001.

**CAPTION: PROHIBITS, REPEALS METRO HOUSING DENSITY REQUIREMENTS; REQUIRES NOTICE; AMENDS CHARTER**

**QUESTION: Shall Metro Charter: prohibit Metro housing density increases; repeal existing density requirements; require notice of local government proposed density increases?**

**SUMMARY: Amends Metro Charter provisions concerning regional planning functions. Prohibits Metro Council from adopting new ordinances requiring local governments to increase housing densities or adopt minimum density requirements on residential land. Requires repeal of existing Metro density requirements. Requires Metro to provide mailed notice to affected households of proposed amendments to local comprehensive plans or ordinances that increase housing densities or adopt density requirements. Requires Metro report on effect of proposed housing density increases. Describes affected households, residential land. Provides other notice requirements. Includes other provisions.**

**“The proposed initiative also requires Metro to provide 14 days’ notice by mail to affected households before a city or county adopts a legislative amendment to a comprehensive plan or zoning ordinance that would increase housing densities or adopt minimum density requirements. Under the proposal, all households within 500 feet of property subject to increased housing densities will be considered affected. Metro can also provide notice to other households.”**

**“In addition to providing notice of the proposed local government act, Metro must prepare and provide to the public a report on the proposed housing density increase that addresses the effect of an increase in housing densities on existing traffic patterns, availability of land for parks and open spaces, emergency services, public infrastructure, schools, and wildlife.”**

# JPACT Members and Alternates

FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STA ZIPCOI	SALUTATION	PHONE	FAX	CONTACT	EMAIL
1. Rod	Monroe	Metro	Chair	Portland	OR 97232-	Councilor Monroe	503-797-1588	503-797-1793	Pat Manhalter, x1709	monroer@metro.dst.or.us
2. Rex	Burkholder	Metro	Metro	Portland	OR 97232-	Councilor Burkholder	503-797-1546	503-797-1793	Sheri Humble, x1543	burkholderr@metro.dst.or.us
3. Rod	Park	Metro	Mero	Portland	OR 97232-	Councilor Park	503-797-1547	503-797-1793	Rooney Barker, x1941	parkr@metro.dst.or.us
Carl	Hosticka	Metro	Metro	Portland	OR 97232-	Councilor Hosticka	503-797-1549	503-797-1793	Rooney Barker, x1941	hostickac@metro.dst.or.us
4. Bill	Kenemer	Clackamas County	Clackamas County	Oregon City	OR 97045-	Commissioner Kenemer	503-655-8581	503-650-8944	Sherry McGinnis	billken@co.clackamas.or.us
Michael	Jordan	Clackamas County	Clackamas County	Oregon City	OR 97045-	Commissioner Jordan	503-655-8581	503-650-8944		michaeljor@co.clackamas.or.us
5. Maria	Rojo de Steffey	County	Multnomah County	Portland	OR 97214	Commissioner Roho de Steffey	503-988-5220	503-988-5440	Shelley Romero	maria.rojodesteffey.co.multnomah.or.us
Lonnie	Roberts	Multnomah County	Multnomah County	Portland	OR 97214-	Commissioner Roberts	503-988-5213	503-988-5262	Bret Walker, 503-988-5213	lonnie.j.roberts@co.multnomah.or.us
6. Roy	Rogers	Washington County	Washington County	Portland	OR 97223-	Commissioner Rogers	503-620-2632	503-693-4545	Himself	royr@rascpas.com
Tom	Brian	Washington County	Washington County	Hillsboro	OR 97124-	Commissioner Brian	503-846-8681	503-693-4545	Barbara	tom_brian@co.washington.or.us
7. Charlie	Hales	City of Portland	City of Portland	Portland	OR 97204-	Commissioner Hales	503-823-4682	503-823-4040	Robbie 823-3007	chales@ci.portland.or.us
Vera	Katz	City of Portland	City of Portland	Portland	OR 97204-	Mayor Katz	503-823-4120	503-823-3588	Judy Tuttle	mayorkatz@ci.portland.or.us
8. Karl	Rohde	City of Lake Oswego	County	Lake Oswego	OR 97034-	Councilor Rohde	503-636-2452	503-636-2532	Himself	rohde@compuserve.com
Brian	Newman	City of Milwaukie	County	Milwaukie	OR 97222	Councilor Newman	503-652-5298	503-654-2233	Himself	pdxnewman@aol.com
9. Larry	Haverkamp	City of Gresham	County	Gresham	OR 97030-	Councilor Haverkamp	503-618-2584	503-665-7692	Molly	cafferty@ci.gresham.or.us
James	Kight	City of Troutdale	County	Troutdale	OR 97060-	Councilor Kight	503-667-0937	503-667-8871	Himself or Nina (Nine-ah)	pls fax/no e-mail address
10. Robert	Drake	City of Beaverton	County	Beaverton	OR 97076-	Mayor Drake	503-526-2481	503-526-2479	Joyce or Julie	rdrake@ci.beaverton.or.us
Lou	Ogden	City of Tualatin	County	Tualatin	OR 97062-	Mayor Ogden	503-692-0163	503-692-0163		lou.ogden@juno.com
11. Fred	Hansen	Tri-Met	Tri-Met	Portland	OR 97202	Mr. Hansen	503-962-4831	503-962-6451	Kelly	hansenf@tri-met.org
Neil	McFarlane	Tri-Met	Tri-Met	Portland	OR 97232	Mr. McFarlane	503-962-2103	503-962-2288	Kimberly Lord	mcfam@tri-met.org
12. Kay	Van Sickle	ODOT	ODOT	Portland	OR 97209-	Ms. Van Sickle	503-731-8256	503-731-8259	Jane Rice	kay.vansickel@state.or.us
Bruce	Warner	ODOT	ODOT	Salem	OR 97301-	Mr. Warner	503-986-3435	503-986-3432	Katie	katherine.thiel@odot.state.or.us
13. Stephanie	Hallock	DEQ	Oregon DEQ	Portland	OR 97204	Ms. Hallock	503-229-5300	503-229-5850		hallock.stephanie@deq.state.or.us
Andy	Ginsburg	DEQ	Oregon DEQ	Portland	OR 97204	Mr. Ginsburg	503-229-5397	503-229-5675	Linda Fernandez,	ginsburg.andy@deq.state.or.us
Annette	Liebe	DEQ	Oregon DEQ	Portland	OR 97204-	Ms. Liebe	503-229-6919	503-229-5675	229-5388	liebe.annette.@deq.state.or.us
14. Don	Wagner	WSDOT	Washington State DOT	Vancouver	WA 98668	Mr. Wagner	360-905-2001	360-905-2222	Kim Dabney	wagnerd@wsdot.wa.gov
Mary	Legry	WSDOT	Washington State DOT	Vancouver	WA 98668	Ms. Legry	360-905-2014	360-905-2222		legrym@wsdot.wa.gov
15. Bill	Wyatt	Port of Portland	Port of Portland	Portland	OR 97208	Mr. Wyatt	503-944-7011	503-944-7042	Darla or Pam	wyattb@portptld.com
David	Lohman	Port of Portland	Port of Portland	Portland	OR 97208	Mr. Lohman	503-944-7048	503-944-7222	Patty Freeman	lohmd@portptld.com
16. Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA 98668	Mayor Pollard	360-696-8484	360-696-8049	Peggy Furnow (or Jan)	royce.pollard@ci.vancouver.wa.us
Dean	Lookingbill	SW Washington RTC	SW Washington RTC	Vancouver	WA 98661	Mr. Lookingbill	360-397-6067	360-696-1847		dean@rtc.wa.gov
17. Craig	Pridemore	Clark County	Clark County	Vancouver	WA 98666-	Commissioner Pridemore	360-397-2232	360-397-6058	Susan Wilson or Tina	cpriedemo@co.clark.wa.us
Peter	Capell	Clark County	Clark County	Vancouver	WA 98666-	Mr. Capell	360-397-6118,	360-397-6051	Lori Olson, x4111	peter.capell@co.clark.wa.us

COMMITTEE TITLE JPACT

DATE 2-14-02

NAME

AFFILIATION

<u>Andy Colquhoun</u>	<u>metro</u>
<u>Red Monroe</u>	<u>Metro Council</u>
<u>FRED HANSEN</u>	<u>TRI-MET</u>
<u>Roy ROGERS</u>	<u>WASHINGTON County</u>
<u>Larry Haverkamp</u>	<u>Gresham</u>
<u>R. E. Fallon</u>	<u>VANCOUVER</u>
<u>CRAIG PRIDEMORE</u>	<u>CLARK Co.</u>
<u>Bill Kennemon</u>	<u>CLATSOP Co</u>
<u>Jan Wagner</u>	<u>WSDOT</u>
<u>Annette Liebe</u>	<u>DEQ</u>
<u>CHARLIE HAZES</u>	<u>Portland</u>
<u>KARL ROUNDE</u>	<u>C<sup>3</sup></u>
<u>Kay Van Sickle</u>	<u>ODOT</u>
<u>Rex Burkholder</u>	<u>Metro</u>
<u>Shell Romero</u>	<u>Multnomah County - Commissioner Maria Rojas de Steffen</u>
<u>ROBERT PAINE</u>	<u>MULT. Co. COMMISSIONER LONNIE ROBERTS</u>
<u>Karen Schilling</u>	<u>Multnomah County</u>
<u>John Paul</u>	<u>Clatsop County</u>
<u>LOUIS A. ORNELAS</u>	<u>OREGON HEALTH &amp; SCIENCE UNIVERSITY</u>

[NOTE THE \$]

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COMMITTEE TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

AFFILIATION

Linda Floyd

City of Wilsonville

Bernie Bottomly

Tri-met

Deb Wallace

WSPOT

Dean Lookingbill

RTC

Nick Hoglund

Ron Papsdorf

City of Gresham

Charlotte Lehan

City of Wilsonville

Debbie Murdoch

Portland State Univ.

Robert Bertini

Portland State Univ

Aura Oppenheimer

The Oregonian

Danille Cowan

City of Wilsonville

Neil McFarlane

TriMet

JEANNE LIPTON

Vancouver City Council member - <sup>Washington</sup>

DICK FEENEY

Tri-met

Ricardo Brandingbatm

Metro

Josh Alpert

Charles Hales office

ROSS WILLIAMS

CST/CLF

Robere Williams

BOARD DIR TRI-MET

Dore Williams

WOST

Gary Katsion

TPAC citizen member

Jed Lyhold

Metro

Jana Mitchell-Bozant

Metro