

RECEIVED MAY 9 1989

Route 1 Box 916
Beaverton, OR 97007
May 8, 1989

Andy Catugno
METRO
2000 SW 1st Avenue
Portland, OR 97201

Dear Andy,

I just received a copy of your Staff Report recommending the allocation of Regional FAU Reserve Funds for the Cornelius Pass Road project.

This report ranked the widening of Cornelius Pass Road second in priority among five projects, based on traffic projections for the year 2005. These traffic projections are based on the assumption that the Western Bypass Freeway will be built, yet the Land Use Board of Appeals has ruled that the Washington County's plan for this freeway has no legal effect.

We feel the allocation of funds for the Cornelius Pass Road project is premature and inappropriate. Please reconsider all the candidate projects, using technical criteria based on legal and known assumptions.

Sincerely,

Meeky Blizzard

Meeky Blizzard, President
Sensible Transportation
Options for People



METRO

Memorandum

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

Date: May 10, 1989

To: JPACT

From: *JAG* James A. Giesecking, Jr., RTP Project Manager

Re: Response to Citizen Communication to JPACT from Meeky
Blizzard, President, STOP, regarding ranking of Cornelius
Pass Road Project

The Cornelius Pass Road (Sunset - T.V. Highway) improvement at this time is an arterial upgrading and widening consisting of five lanes from Sunset-Cornell. Further improvement will be undertaken at a later date to provide three lanes from Cornell-T.V. Highway. This level of improvement was identified as necessary in the Southwest Corridor Study both with and without the proposed Bypass (pg. 22). It should also be noted that the proposed FAU project is not designed to accommodate the traffic volumes associated with the Western Bypass. To accomplish that level of service, the project would need to be five lanes throughout, not just from Cornell-Sunset.

The major issue raised by Ms. Blizzard's letter is her belief that the priority ranking process used to allocate the FY 89-91 FAU Regional Reserve funds was predicated on the inclusion of the Western Bypass in the highway network and that, given the uncertainty of the actual construction of that project, the results of the process are skewed.

Eight criteria adopted by JPACT were used in the ranking (Attachment A of Staff Report). Seven of these criteria relate to current (1987) or 10-year (1998) conditions. The 10-year data was developed by modeling 1998 forecast travel demands on the committed (funded for construction) highway system. The Western Bypass was not included in those seven criteria. The eighth criterion (cost per year 2005 VMT) was based on data developed by modeling year 2005 forecast travel demand on the RTP transportation system. The Western Bypass corridor facility, as part of the adopted RTP, was included in the network for this criterion, producing a value of \$0.013/annual VMT, and rating three points. This result is based on a 2005 ADT of 33,000 (including Bypass traffic). Without the Bypass, the 2005 ADT would be about 26,500. This would increase the 2005 cost per annual VMT from \$0.013 to \$0.016 based on a cost estimate of \$1,175,000. This is

JPACT
May 10, 1989
Page 2

still less than \$0.33/VMT and receives three points, resulting in no change to the overall number of points (19) associated with the project.

Recommendation

As the project scope proposed for FAU funding is based on the need without the Bypass, and the ranking remains unchanged by deleting the Bypass from the one criterion where it was included, it is recommended that JPACT adopt the resolution without amendment.

JAG:lmk

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1090 FOR THE
PURPOSE OF ALLOCATING FY 1989-1991 FEDERAL-AID URBAN
REGIONAL RESERVE FUNDS

DATE: May 2, 1989

Presented by Andy Cotugno

PROPOSED ACTION

Adoption of this resolution would allocate the region's Federal-Aid Urban funds currently held in a designated Regional Reserve to specific projects. The TIP Subcommittee unanimously recommended approval of Resolution No. 89-1090.

TPAC has reviewed the proposed allocation of FAU Regional Reserve funds and recommends approval of Resolution No. 89-1090.

FACTUAL BACKGROUND AND ANALYSIS

An unallocated Regional Reserve of \$1,442,934 in FY 1989-1991 Federal-Aid Urban (FAU) funds was created by Resolution No. 89-1064. This amount represented the "25 percent regional priority" and required projects to compete for use of the funds.

Technical criteria adopted by JPACT (Attachment A) were used to rank the projects. Candidate projects submitted by the TIP Subcommittee were:

- . 207th Connector (I-84 - 223rd) (new arterial)
- . Warner-Milne/Linn/Warner-Parrott (intersection realignment)
- . McLoughlin Boulevard (Harrison - Railroad Crossing) (signals and widening)
- . Cornelius Pass Road (Sunset - Cornell) (widening)
- . 185th Avenue (Sunset - Walker) (Unit 3 widening)

Based on the technical process contained in the JPACT criteria, the candidate projects ranked as follows:

		<u>Request</u>
McLoughlin Boulevard (Harrison - RR Crossing)	20 pts.	\$ 933,000
Cornelius Pass Road (Sunset - Cornell)	19 pts.	600,000
207th Connector (I-84 - 223rd)	17 pts.	1,442,934
Warner-Milne/Linn/Warner-Parrott	16 pts.	445,410
185th Avenue (Sunset - Walker) - Unit 3	13 pts.	1,100,000

Technical components of the rankings are detailed in Attachment B.

As a result of the analysis, staff recommends allocating the \$1,442,934 Regional FAU Reserve as follows:

McLoughlin Boulevard (Harrison - RR Crossing)	\$ 933,000
Cornelius Pass Road (Sunset - Cornell)	<u>509,934</u>
	\$ 1,442,934

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive officer recommends adoption of Resolution No. 89-1090.

JAG:mk
STAF0322.RPT/5-2-89

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING) RESOLUTION NO. 89-1090
REGIONAL RESERVE FEDERAL-AID) Introduced by the
URBAN FUNDS FOR FY 1989-1991) Executive Officer

WHEREAS, Federal-Aid Urban (FAU) FY 1989 allocations have been received for the region; and

WHEREAS, This FY 1989 allocation has been projected in FY 1990 and FY 1991 in order to provide an adequate funding base for programming of projects; and

WHEREAS, The regional allocation has been sub-allocated by Resolution No. 89-1064 to set aside \$1,442,934 as a Regional Unallocated Reserve; and

WHEREAS, Resolution No. 89-1064 required projects to compete for these funds using the technical ranking criteria adopted by JPACT; and

WHEREAS, five candidate projects were put forward and evaluated under the specified criteria; and

WHEREAS, the two highest ranked projects are fundable with the available reserve; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District authorizes \$1,442,934 in FY 1989 to FY 1991 FAU funds in the unallocated Regional Reserve to projects as follows:

McLoughlin Boulevard (Harrison - RR Crossing)	\$ 933,000
Cornelius Pass Road (Sunset - Cornell)	<u>\$ 509,934</u>
Regional Reserve Total	\$1,442,934

2. That the Transportation Improvement Program be amended to incorporate these allocations and projects.

3. That the Council hereby finds the projects in accordance with the Regional Transportation Plan and hereby gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

FAUR0322.RES/03-22-89

ATTACHMENT A

I. JPACT CRITERIA

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. Criteria for setting these priorities will be as follows:

A. Criteria for Ranking Projects:

1. Improvements that correct severe existing traffic problems will have first priority.
 2. Improvements that correct traffic congestion problems anticipated in the next 10 years and improvements that correct access capacity deficiencies that constrain 10-year development areas will have next priority.
- B. In order to minimize costs, regional corridor improvements to be implemented will give priority consideration to actions to reduce costs through increased people-moving capacity obtained by transit, regional and corridor ride-share programs and low-cost management techniques such as ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- C. Large projects should be broken into manageable parts so that the most critical part is prioritized for construction.
- D. Consideration should be given to the region "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.

II. TECHNICAL CRITERIA

- A. 1985 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)
- > .9 = High = 3 pts.
 - .8 - .9 = Med. = 2 pts.
 - < .8 = Low = 1 pt.
- B. 1985 Accident Rate per vehicle mile (from 1985 ODOT Accident Rate Book)
- > 124% statewide median = High = 3 pts.
 - 100% - 124% statewide median = Med. = 2 pts.
 - < 100% statewide median = Low = 1 pt.

C. 1985 VHD = peak-hour vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x peak-hour volume

1. Intersections/Interchanges

- > 9 hours = High = 3 pts.
- 5 - 9 hours = Med. = 2 pts.
- < 5 hours = Low = 1 pt.

2. Interstate Projects

- > 74 hours = High = 3 pts.
- 25 - 74 hours = Med. = 2 pts.
- < 25 hours = Low = 1 pt.

3. Link Improvements

- > 15 hours = High = 3 pts.
- 7.5 - 15 hours = Med. = 2 pts.
- < 7.5 hours = Low = 1 pt.

D. 1998 v/c: Volume to capacity ratio (p.m. pk. hr./pk.
direction)

- > .94 = High = 3 pts.
- .85 - .94 = Med. = 2 pts.
- < .85 = Low = 1 pt.

E. 1998 VHD = peak-hour vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x peak-hour volume

1. Intersections/Interchanges

- > 19 hours = High = 3 pts.
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2. Interstate Projects

- > 149 hours = High = 3 pts.
- 50 - 149 hours = Med. = 2 pts.
- < 50 hours = Low = 1 pt.

3. Link Improvements

- > 29 hours = High = 3 pts.
- 15 - 29 hours = Med. = 2 pts.
- < 15 hours = Low = 1 pt.

F. 1998 v/c > .9 Into Development Area

Does the project improve 1998 access into an area with vacant developable acreage with a projected v/c greater than .9? (Yes/No)

G. Recent Development Occurred?

Using 1980-1987 Total Employment and recent commitments, is the area accessed by the project actively developing? (Yes/No)

Combined Rating for F. and G.

- Yes/Yes = High = 3 pts.
- Yes/No or No/Yes = Med. = 2 pts.
- No/No = Low = 1 pt.

H. Cost per 2005 VMT (or VT: Interchanges and intersections)

Estimated project cost ÷ annual 2005 Vehicles or annual
Vehicle Miles of Travel

1. Intersections/Interchanges

- < \$.51/vehicle = High = 3 pts.
- \$.51 - \$.99/vehicle = Med. = 2 pts.
- \$1.00/vehicle or over = Low = 1 pt.

2. Interstate Projects

- 0 - \$.50/vehicle-mile = High = 3 pts.
- \$.51 - \$.99/vehicle-mile = Med. = 2 pts.
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3. Link Improvements

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- \$.34 - \$.67/vehicle-mile = Med. = 2 pts.
- > \$.67/vehicle-mile = Low = 1 pt.

ATTACHMENT B

Candidate Project Technical Ranking
(Points in Parentheses)

Candidate Project	1987 V/C	1987 Acc. Rate	1987 VHD	1998 V/C	1998 VHD	1998 V/C 7.9 into Dev. Area	Recent Development Occurred	Cost per 2005 VMT	Total Points	Ranking
McLoughlin Boulevard (Harrison - RR Overcrossing)	.93 High (3)	300% High (3)	8.5 Med (2)	1.10 High (3)	23.0 High (3)	Yes	Yes	\$0.02 High (3)	20	1
Cornelius Pass Road (Sunset - Cornell)	.92 High (3)	95% Low (1)	21.8 High (3)	1.2 High (3)	57.6 High (3)	Yes	Yes High (3)	\$0.013 High (3)	19	2
207th Connector (I-84 to 223rd)	1.34 High (3)	172% High (3)	2.31 Low (1)	1.39 High (3)	2.44 Low (1)	Yes	Yes High (3)	\$0.14 High (3)	17	3
Warner-Milne/Linn/ Warner Parrott	1.14 High (3)	150% High (3)	2.3 Low (1)	1.26 High (3)	7.9 Med (2)	Yes	No Med (2)	\$0.01 High (3)	17	4
185th Avenue (Sunset - Walker) Unit 3	.61 Low (1)	97% Low (1)	0 Low (1)	1.25 High (3)	7.7 Low (1)	Yes	Yes High (3)	\$0.04 High (3)	13	5

JAG:lmk
4-4-89

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1090 FOR THE
PURPOSE OF ALLOCATING FY 1989-1991 FEDERAL-AID URBAN
REGIONAL RESERVE FUNDS

DATE: March 22, 1989

Presented by Andy Cotugno

PROPOSED ACTION

Adoption of this resolution would allocate the region's Federal-Aid Urban funds currently held in a designated Regional Reserve to specific projects. The TIP Subcommittee unanimously recommended approval of Resolution No. 89-1090.

FACTUAL BACKGROUND AND ANALYSIS

An unallocated Regional Reserve of \$1,442,934 in FY 1989-1991 Federal-Aid Urban (FAU) funds was created by Resolution No. 89-1064. This amount represented the "25 percent regional priority" and required projects to compete for use of the funds.

Technical criteria adopted by JPACT (Attachment A) were used to rank the projects. Candidate projects submitted by the TIP Subcommittee were:

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Based on the technical process contained in the JPACT criteria, the candidate projects ranked as follows:

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Technical components of the rankings are detailed in Attachment B.

As a result of the analysis, staff recommends allocating the \$1,442,934 Regional FAU Reserve as follows:

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	\$ 1,442,934

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive officer recommends adoption of Resolution No. 89-1090.

JAG:mk
STAF0322.RPT/03-22-89

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING) RESOLUTION NO. 89-1090
REGIONAL RESERVE FEDERAL-AID) Introduced by Mike
URBAN FUNDS FOR FY 1989-1992) Ragsdale, Chair
Joint Policy Advisory
Committee on Transportation

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Regional Reserve Total	\$1,442,934

2. That the Transportation Improvement Program be amended to incorporate these allocations and projects.

3. That the Council hereby finds the projects in accordance with the Regional Transportation Plan and hereby gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

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JAG:lmk
4-4-89



METRO

Memorandum

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

Date: May 3, 1989

To: Joint Policy Advisory Committee on Transportation

From: *BH* Bob Hart, Senior Transportation Planner

Regarding: SOUTHEAST CORRIDOR REPORT

Enclosed for your review and release is a copy of the draft Southeast Corridor Study Report.

The report documents the analysis we have conducted over the last several months and contains the study's findings and recommendations in the Southeast study area.

Following release of the document, we will subsequently schedule a public hearing on the Southeast Corridor Study recommendations before it comes back to TPAC and JPACT for adoption.

This report was approved by the Southeast CAC on April 27 and released by TPAC on April 28. The project recommendations contained in the Southeast Transportation Improvement Plan are supported by the Southeast Technical and Citizens committees. The Technical Committee and TPAC, however, felt it was important to document issues on which the committees did and did not agree.

The CAC and the TAC agree on the overall Southeast Corridor Transportation Improvement Plan. The plan contains a number of projects which will meet the overall study objectives of improving east-west traffic flow, preserving neighborhood streets, and routing truck traffic toward I-205. The list of projects included in the plan is shown on pages ix-x of the Executive Summary at the beginning of the full report.

The Southeast TAC made two additional recommendations to mitigate congestion in the residential portion of Johnson Creek Boulevard between McLoughlin Boulevard and 45th that the CAC did not concur with: 1) a traffic signal plan on Johnson Creek Boulevard, which would discourage through trips but still allow access for local and industrial trips; and 2) limited improvements to Johnson Creek Boulevard, at a level to be determined by the neighborhood, to upgrade the

JPACT
May 3, 1989
Page 2

roadway to Urban Collector standards. The Citizens Committee did not support either action since the affected neighborhood, Ardenwald, opposed any change in the status quo of Johnson Creek Boulevard.

The Southeast CAC also recommends that a proposed transit improvement along the Portland Traction Company railroad tracks, referred to as railbus, be incorporated into any future regional rail studies. The Technical Committee does not support this recommendation. The Expanded Transit alternative, which included railbus, was examined during the study and did not have an impact on reducing traffic congestion on east/west streets within the study area. The TAC also felt that its estimated cost was prohibitive to warrant further examination at this time.

BH:lmk

Attachment

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1094 FOR THE PURPOSE OF WITHDRAWING THE I-205 BUS LANE

Date: May 1, 1989

Presented by: Richard Brandman

PROPOSED ACTION

This resolution asks the Governor of Oregon, on behalf of local jurisdictions, to request that the U.S. Department of Transportation withdraw the I-205 bus lane from the federal Interstate highway system and allow light rail transit as an eligible substitute project.

TPAC adopted this resolution unanimously on April 28. The following changes were made to the resolution at the meeting:

1. The WHEREAS showing local support from Portland, Multnomah County, and Clackamas County was added.
2. Resolve No. 3 was amended to define the termini and show the "no build" as an alternative.
3. Resolve No. 5 regarding the relationship between the Milwaukie and I-205 corridors was added.
4. Resolve No. 6 was clarified to show that consideration will be given to segment the construction of the I-205 project.
5. Resolve No. 7 was amended to indicate that if UMTA changes their rules regarding the use of Section 3 funds, the region would not be bound to the pledge, required by UMTA, that Section 3 funds not be used in this corridor.
6. Resolve No. 9 was added to clarify the parameters of the funding decisions.

FACTUAL BACKGROUND AND ANALYSIS

The design of the I-205 freeway included the provision for a busway from Airport Way to Foster Road. At the time the freeway was constructed in the early 1980's, there was an expectation that this busway would eventually be constructed. Therefore, many provisions were made during the freeway construction to facilitate the eventual busway construction.

Since that time, a Phase I transitway alternatives analysis has been conducted in the I-205 corridor and has concluded that light rail is a promising mode and should be further evaluated. JPACT

has also designated the I-205 corridor as a 10-year priority for light rail. In addition, JPACT has requested that the I-205 project move into the Draft Environmental Impact Statement phase. The DEIS and its resultant Preferred Alternative report would determine which transit project the region intends to pursue in the I-205 corridor.

This resolution asks Governor Goldschmidt to formally request the U.S. Secretary of Transportation to grant approval to withdraw the federal designation of the I-205 bus lane and to substitute light rail transit as an eligible project. If the Secretary performs this action, the region will then have the ability following the DEIS process to pursue whichever transit mode (busway or LRT) is preferred.

The region is making this request at this time because there is a statutory deadline that the request be granted by the Department of Transportation by September 30, 1989. If the request is not granted, the region will lose the flexibility of using for light rail purposes the \$17 million of funds currently in the Interstate Cost Estimate for a busway.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1094.

RB:lmk
4-27-89
I205WITH.RES

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF WITHDRAWING) RESOLUTION NO. 89-1094
THE I-205 BUS LANE)
) Introduced by Mike Ragsdale,
) Chair, Joint Policy Advisory
) Committee on Transportation

WHEREAS, The I-205 Freeway was constructed with a reserved right-of-way for a busway between SE Foster Road and the Glen Jackson Bridge; and

WHEREAS, Title 23, U.S.C., Section 103 (e)(4) as amended by the Surface Transportation Act of 1978 (Public Law 95-599) authorizes the withdrawal of segments from the Interstate highway system; and

WHEREAS, Section 142 of the 1987 Surface Transportation and Uniform Relocation Assistance Act permits the Secretary of Transportation to approve a substitute transit project on a portion of I-205 in Portland and Multnomah County, Oregon; and

WHEREAS, The Draft Environmental Impact Statement and Preferred Alternative Report which is approved by UMTA will determine whether a substitute busway or light rail project is the most cost-effective transit mode in the I-205 corridor; and

WHEREAS, The substitute transit project must be under contract for construction by September 30, 1989, or the Secretary of Transportation will immediately withdraw approval of the project; and

WHEREAS, The Metropolitan Service District's Joint Policy Advisory Committee on Transportation has recommended that an

I-205 light rail line be a priority for construction in the next 10 years; and

WHEREAS, The Westside and Milwaukie corridors have been identified as the next priorities for Urban Mass Transportation Administration Section 3 grant funds; and

WHEREAS, The Metropolitan Service District, as the government designated to perform regional transportation planning under the provisions of Section 134, 23 U.S.C. must concur in this request for withdrawal in order for the Governor of the State of Oregon to submit the request to the U.S. Department of Transportation; and

WHEREAS, The City of Portland, Multnomah County, and Clackamas County have supported this request by adoption of resolutions; and

WHEREAS, The Governor of the State of Oregon must specifically request the withdrawal to the United States Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED:

1. That the Council of the Metropolitan Service District does hereby ask the Governor of the State of Oregon to request the United States Department of Transportation to withdraw the proposed I-205 bus lanes in Portland and Multnomah County from the federal Interstate highway system and to allow consideration of either LRT or a busway in the I-205 corridor.

2. That the Council of the Metropolitan Service District approves the initiation of an I-205 corridor Alternatives Analysis and Draft Environmental Impact Statement to define the

preferred project in the I-205 corridor for use of the buslane withdrawal funding under the provisions of 23 U.S.C. 103 (e)(4).

3. That the Alternatives Analysis/Draft Environmental Impact Statement will examine LRT, busway, TSM and no-build alternatives in the I-205 corridor from the Portland International Airport to the Clackamas Town Center vicinity.

4. That the prior commitment to the Westside LRT project and then the Milwaukie LRT project as the next priorities for LRT development (after the Banfield) using Urban Mass Transportation Administration Section 3 grant funds is reaffirmed.

5. That consideration be given to concurrent alternatives analyses in both the I-205 and Milwaukie corridors.

6. That consideration will be given to segment the construction of the I-205 transit project.

7. That UMTA Section 3 funds will not be sought for the I-205 project segment which is proposed for immediate construction (i.e., either Portland International Airport to Gateway or Gateway to Clackamas Town Center) following the completion of the Draft Environmental Impact Statement, subject to possible changes in UMTA requirements for use of Section 3 funds.

8. That further decisions will be required to identify the state, regional and public-private coventure funding needed to complete the I-205 project recommended for immediate implementation.

9. That these funding decisions will be based on the scope, cost, and timing of the Westside, I-205, and Milwaukie corridor

LRT projects to be included in the regional funding package.

10. That the Metropolitan Service District will cooperate with the City of Portland, Multnomah County, Clackamas County, the Port of Portland, the Oregon Department of Transportation, and Tri-Met to take full advantage of the new opportunities offered by this project.

ADOPTED by the Council of the Metropolitan Service District
this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

RB:lmk
I205WITH.RES
4-27-89



METRO

Memorandum

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

DATE: April 18, 1989

TO: Joint Policy Advisory Committee on Transportation

FROM: *AC* Andy Cotugno, Transportation Director

RE: FEDERAL ACTIONS REQUIRED FOR TRANSIT FUNDING

Attached for endorsement by JPACT is a request submitted to Congressman AuCoin for assistance on a number of matters relating to continued federal funding on the region's transit and highway programs (Attachment A). This is being submitted for endorsement because several of the items have not been previously approved and incorporated into the TIP. Of particular interest are the following items:

1. 75/25 funding for Westside LRT -- This action would formally endorse efforts to secure 75 percent federal participation on the Westside LRT project. Although federal law now allows for a 75 percent share, administrative intent is clear that a 50/50 rate will be sought.
2. Extension of Westside P.E. to Hillsboro -- This action would formally endorse extension of the current P.E. activity west to Hillsboro. If federally approved, a later decision will be required to select the "minimum operating segment" of the overall Westside LRT project for which federal funding will be approved. At that time, a decision will be made on whether to construct the LRT to Hillsboro, as well as adoption of a definitive funding plan for the state, regional, local and private sector match.
3. Removal of "No New Rail Starts" restriction on Section 3 Letter of Intent -- The region has \$28.4 million of remaining grants to be awarded on the Section 3 Letter of Intent. It is proposed to implement a number of LRT-related projects with these funds, thereby necessitating the removal of the "No New Rail Starts" restriction, imposed in 1982. In particular, the following LRT projects are proposed to be funded through the Section 3 Letter of Intent:

-	Light Rail Vehicles (6-7)	\$10.1 m.
-	Double Track (Gresham)	<u>3.8</u>
		\$13.9 m.

In 1988, JPACT approved acquisition of new rail vehicles through the use of "new" Section 3 Discretionary funding. The region was not successful in this approach although \$14.2 million in funding was provided for bus acquisition. As such, it is necessary to use locally controlled funds for rail vehicles rather than buses as previously proposed.

4. Project Breakeven - This action would endorse seeking \$9.5 million of new Section 3 funding to complete Project Breakeven. This would be in addition to \$5.5 million of previous Section 3 appropriation and \$4.3 million of proposed locally controlled Section 9 Funding. Funding for Project Breakeven will allow acquisition of land for a shopping center in Grešham and a hotel in the area of the Convention Center. The land will in turn be leased back to private interests at commercial rates for private development. The lease revenues and new farebox revenues will help defray the operating costs of the existing MAX route. Implementation of this concept is one of the key recommendations of the Public-Private Task Force on Transit Finance previously adopted by JPACT.
5. FHWA Interstate Transfer Appropriation - \$8 million of new funding appropriation is requested to allow the region's highway program to proceed. This plus funding previously appropriated will allow an \$18.7 million program to proceed in FY 90. Major components are as follows:

<u>Project</u>	<u>Amount</u>
McLoughlin Blvd. Phase I (Tacoma overpass and Harrison/River Road)	\$ 6.7 million
McLoughlin Blvd. Phase II (Tacoma - Hwy. 224)	7.0
Airport Way III (158th - 181st)	2.1
Stark Street - 221st/242nd.	1.5
Johnson Creek Blvd. - 82nd Avenue to Lester interchange)	0.6
Projects less than \$500,000	<u>0.8</u>
	\$18.7 million

Also attached for your approval is an overall federal funding program proposed for transit improvements (Attachment B) as well as the changes in funding allocation necessary to implement the proposed program (Attachment C). This overall program includes several components which relate to the funding request described above. Of particular interest are the following items:

1. Acquisition of buses rather than rail vehicles with Section 3 Discretionary funding.
2. Additional funding for Project Breakeven from both Section 3 Discretionary and Section 9.
3. Use of the remaining Banfield LRT funding for rail vehicles.
4. Reprogramming of Section 3 Letter-of-Intent funding to rail projects, with the associated reductions as follows:

<u>Project</u>	<u>Amount</u>	<u>Comment</u>
Buses	- 9.52 m.	Fund with Section 3
Portland Transfers	- 1.64	\$1.2 m. of program remains funded
Washington County TSM	- 1.22	\$1.3 m. of program remains funded
Southwest Transfers	- 0.4	Existing facility available
Merlo Railroad Crossing	- 0.23	Ineligible

5. A reduction in the anticipated level of Section 9 (formula) funding (from \$33 to \$24 million) and a shift in emphasis from bus acquisition to rail, including:

LRV Air Conditioning	1.92 m.
Project Breakeven	4.3 m.
Banfield P & R	0.8 m.
Westside Rail Initiatives	1.7 m.

Westside rail initiatives is a reserve to be used for Hillsboro P.E., advanced right-of-way acquisition and/or implementation of a program similar to Project Breakeven.

Specific details of these changes may be modified somewhat depending upon results of federal approvals. The overall program will be brought forward for approval in order to incorporate these recommendations into the TIP.

Action Requested: Endorsement of Attachments A, B and C with specific TIP amendments to implement these recommendations to be brought forward for further approval.

ACC:mk

Attachments

DRAFT

Dear Congressman AuCoin:

The purpose of this letter is to forward a proposal which the region believes would significantly move forward its transportation and Light Rail agenda.

Portions of this proposal are derived from your own initiatives regarding the Westside and resultant discussion between your office and regional staff.

The elements of our request cover both funding items as well as policy items which we feel are in need of clarifying with UMTA.

They are:

1. Establishment of a 75%/25% federal/local funding ratio for a Full Funding Agreement to be issued upon completion of the Westside F.E.I.S. and Preliminary Engineering.
2. A change in the present scope of P.E. for the Westside project to include Hillsboro. This request has already been communicated by Tri-Met to UMTA.
3. Issuance of a letter of no prejudice so that local funds can be used for P.E. and rights-of-way acquisition for the Westside project.
4. An appropriation of \$2.1 M for claims and related expenses arising from the Banfield project under the terms of the Banfield Full Funding Agreement.
5. Approval by UMTA in FY 1990 of a contract for 10 LRVs and parts and storage track for which part of the funds depend upon a final appropriation in FY 1991 and closeout of the Banfield Full Funding Agreement.
6. Congressional approval to change the current Letter-of-Intent restrictions to remove the provision for "non-rail only."
7. Congressional approval to appropriate the remaining \$9.5 million in funds necessary for Project Breakeven. Tri-Met is allocating \$4.3 M of its Section 9 funds in FY 1990 and is currently seeking an UMTA grant under the terms of the 1988 Appropriations Act.
8. Congressional approval of an appropriation of \$2 M for the I-205 and Milwaukie corridors' Alternative Analyses and

draft EIS. The region expects to proceed with the withdrawal of the I-205 bus lane, thus creating a corridor e(4) entitlement of \$17 M.

9. An appropriation of \$8 million of FHWA Interstate Transfer funding for the region's highway improvement program.

UMTA FUNDING PROPOSAL

	FY'90	FY'91	FY'92	FY'93	TOTAL (Federal)
Regional Reserve Buses				3.36	3.36
Sec.3 Discretionary Buses	14.20				14.20
Project Breakeven	9.50				9.50
Full Funding Agreement Claims, etc.	2.10				2.10
LRVs (3-4) & spare parts		5.90			5.90
	<hr/> 2.10	<hr/> 5.90			<hr/> 8.00 **
Section 3 LOI					
LRV's (6-7)	10.10				10.10
Ruby Junction Storage Track	1.03				1.03
N. Mall Extension	8.00				8.00
Sunset T.C./P&R			5.22		5.22
Double Tracking LS-1***	3.76				3.76
Support Serv./Contingency	0.23		0.06		0.29
Sub-total	<hr/> 22.89	<hr/> 0.00	<hr/> 5.22		<hr/> 28.40
Section 9*					
On-going capital reqmnts.	1.08	2.40	2.50	2.60	8.58
Westside P.E./FEIS	1.12				1.12
Air Cond. LRV's	1.92				1.92
Project Breakeven	4.30				4.30
Banfield P & R Improvements				0.80	0.80
Westside Rail Initiatives		1.00	0.70		1.70
Sub-total	<hr/> 8.42	<hr/> 3.40	<hr/> 3.20	<hr/> 3.40	<hr/> 18.42
Federal Total	57.11	9.30	8.42	6.76	
Tri-Met match	11.94	2.32	1.30	1.44	
Other match	7.47	0.00	0.80	0.00	
*Annual Sec.9 Cashflow					
Available Sec.9 C/O*	6.13	2.14	2.20	1.59	
Est.New Sec.9	4.43	3.46	2.59	1.81	
	<hr/> 10.56	<hr/> 5.60	<hr/> 4.79	<hr/> 3.40	

** Actually \$7M FFA and \$1M Regional Reserve

***Ruby Junction to City Hall only

Transit Capital Program
Funding Comparison
(\$M's)

	Existing	UMTA Proposal	Net (+/-)
Sec.9			
Standard Buses	15.55	0.00	(15.55)
Small Buses	1.20	0.00	(1.20)
SNT buses	2.06	2.06	0.00
Maintenance Vehicles	0.24	0.24	0.00
Parts & Equipment	11.28	9.10	(2.18)
Westside P.E./FEIS	1.59	2.77	1.18
Route Terminus	0.24	0.24	0.00
Shelters	0.32	0.32	0.00
Accessible Stops	0.40	0.40	0.00
LRV's Air Conditioning	0.00	1.92	1.92
Project Breakeven	0.00	4.30	4.30
Banfield P & R	0.00	0.80	0.80
Westside Rail Initiatives	0.00	1.70	1.70
	32.88	23.85 *	(9.03)
Sec.3 Letter of Intent			
Standard Buses	9.52	0.00	(9.52)
Transit Transfers	1.64	0.00	(1.64)
Washington Co. TSM	1.22	0.00	(1.22)
Morrison Bus Lane	0.08	0.00	(0.08)
S.W. Transfers	0.40	0.00	(0.40)
North Mall Extension	8.00	8.00	0.00
Sunset T.C./P&R	5.22	5.22	0.00
Merlo Access Road	0.23	0.00	(0.23)
Support Services	2.23	0.29	(1.94)
LRV's	0.00	10.10	10.10
Ruby Junction Storage Track	0.00	1.03	1.03
Double Tracking	0.00	3.76	3.76
	28.54	28.40	(0.14)
Sec.3 Discretionary			
Convention Center	2.40	2.50	0.10
LRV's	12.00	0.00	(12.00)
Buses	0.00	14.20	14.20
Project Breakeven	0.00	9.50 **	9.50
	14.40	26.20	11.80
Full Funding Agreement			
MAX Park & Rides	2.00	0.00	(2.00)
Claims, etc.	0.00	2.10	2.10
LRV's	0.00	5.90	5.90
	2.00	8.00	6.00
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Buses	3.27	3.36	0.09
TOTALS	81.09	89.81	8.72

*\$5.431M in grants awarded to date

**\$5.5M earmarked in FY'89



METRO

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

Memorandum

DATE: May 11, 1989

TO: Joint Policy Advisory Committee on Transportation

FROM: Andy Cotugno, Transportation Director

RE: FEDERAL ACTIONS REQUIRED FOR TRANSIT FUNDING

Attached for endorsement by JPACT is a request submitted to Congressman AuCoin for assistance on a number of matters relating to continued federal funding on the region's transit and highway programs (Attachment A). This is being submitted for endorsement because several of the items have not been previously approved and incorporated into the TIP. Of particular interest are the following items:

1. 75/25 funding for Westside LRT -- This action would formally endorse efforts to secure 75 percent federal participation on the Westside LRT project. Although federal law now allows for a 75 percent share, administrative intent is clear that a 50/50 rate will be sought.
2. Extension of Westside P.E. to Hillsboro -- This action would formally endorse extension of the current P.E. activity west to Hillsboro. If federally approved, a later decision will be required to select the "minimum operating segment" of the overall Westside LRT project for which federal funding will be approved. At that time, a decision will be made on whether to construct the LRT to Hillsboro, as well as adoption of a definitive funding plan for the state, regional, local and private sector match.
3. Removal of "No New Rail Starts" restriction on Section 3 Letter of Intent -- The region has \$28.4 million of remaining grants to be awarded on the Section 3 Letter of Intent. It is proposed to implement a number of LRT-related projects with these funds, thereby necessitating the removal of the "No New Rail Starts" restriction, imposed in 1982. In particular, the following LRT projects are proposed to be funded through the Section 3 Letter of Intent:

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Projects less than \$500,000	0.8
	<u>\$18.7 million</u>

Also attached for your approval is an overall federal funding program proposed for transit improvements (Attachment B) as well as the changes in funding allocation necessary to implement the proposed program (Attachment C). This overall program includes several components which relate to the funding request described above. Of particular interest are the following items:

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Action Requested: Endorsement of Attachments A, B and C with specific TIP amendments to implement these recommendations to be brought forward for further approval.

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5. Approval by UMTA in FY 1990 of a contract for 10 LRVs and parts and storage track for which part of the funds depend upon a final appropriation in FY 1991 and closeout of the Banfield Full Funding Agreement.
6. Congressional approval to change the current Letter-of-Intent restrictions to remove the provision for "non-rail only," thereby permitting Tri-Met to use its FY 1990 and 1991 Section 3 funds for further Westside preliminary engineering and right-of-way acquisition.
7. Congressional approval to appropriate the remaining \$9.5 million in funds necessary for Project Breakeven. Tri-Met is allocating \$4.3 M of its Section 9 funds in FY 1990 and is currently seeking an UMTA grant under the terms of the 1988 Appropriations Act.

8. Congressional approval of an appropriation of \$2 M for the I-205 and Milwaukie corridors' Alternative Analyses and draft EIS. The region expects to proceed with the withdrawal of the I-205 bus lane, thus creating a corridor e(4) entitlement of \$17 M.
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Support Serv./Contingency	0.23		0.06		0.29
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Section 9*					
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Tri-Met match	11.94	2.32	1.30	1.44	
Other match	7.47	0.00	0.80	0.00	
Annual Sec.9 Cashflow Available Sec.9 C/O	6.13	2.14	2.20	1.59	
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Full Funding Agreement			
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*\$5.431M in grants awarded to date
**\$5.5M earmarked in FY'89




METRO

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

Memorandum

Date: May 6, 1989

To: Mike Ragsdale
Chair, JPACT

From: Jim Gardner 

Regarding: Agenda item #5, JPACT meeting on May 11, 1989

I regret not being able to attend this meeting due to an important business commitment. I entirely support the request for federal assistance and for changes in certain rules and requirements. The purpose of this memo is to ask that you submit for JPACT's approval a slight change of wording in the opening paragraph of the letter to be sent to Congressman Aucoin. Specifically, I propose the following as the first paragraph:

The purpose of this letter is to forward a proposal which the region believes would significantly move forward its transportation agenda, both roads and light rail.

I believe the original wording in the draft is simply a subconscious reflection of an earlier time, a time when transportation meant only roads. The substance of our (everyone's) thinking has evolved, but sometimes our semantics takes a while to catch up.

Again, I apologize for my absence at the meeting. The JPACT Clerk has been notified and will be contacting the alternate Metro councilor.

cc: Andy Cotugno



METRO

Memorandum

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

DATE: April 18, 1989

TO: Joint Policy Advisory Committee on Transportation

FROM: *AC* Andy Cotugno, Transportation Director

RE: FEDERAL ACTIONS REQUIRED FOR TRANSIT FUNDING

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-	Light Rail Vehicles (6-7)	\$10.1 m.
-	Double Track (Gresham)	<u>3.8</u>
		\$13.9 m.

In 1988, JPACT approved acquisition of new rail vehicles through the use of "new" Section 3 Discretionary funding. The region was not successful in this approach although \$14.2 million in funding was provided for bus acquisition. As such, it is necessary to use locally controlled funds for rail vehicles rather than buses as previously proposed.

4. Project Breakeven - This action would endorse seeking \$9.5 million of new Section 3 funding to complete Project Breakeven. This would be in addition to \$5.5 million of previous Section 3 appropriation and \$4.3 million of proposed locally controlled Section 9 Funding. Funding for Project Breakeven will allow acquisition of land for a shopping center in Gresham and a hotel in the area of the Convention Center. The land will in turn be leased back to private interests at commercial rates for private development. The lease revenues and new farebox revenues will help defray the operating costs of the existing MAX route. Implementation of this concept is one of the key recommendations of the Public-Private Task Force on Transit Finance previously adopted by JPACT.
5. FHWA Interstate Transfer Appropriation - \$8 million of new funding appropriation is requested to allow the region's highway program to proceed. This plus funding previously appropriated will allow an \$18.7 million program to proceed in FY 90. Major components are as follows:

<u>Project</u>	<u>Amount</u>
McLoughlin Blvd. Phase I (Tacoma overpass and Harrison/River Road)	\$ 6.7 million
McLoughlin Blvd. Phase II (Tacoma - Hwy. 224)	7.0
Airport Way III (158th - 181st)	2.1
Stark Street - 221st/242nd.	1.5
Johnson Creek Blvd. - 82nd Avenue to Lester interchange)	0.6
Projects less than \$500,000	<u>0.8</u>
	\$18.7 million

Also attached for your approval is an overall federal funding program proposed for transit improvements (Attachment B) as well as the changes in funding allocation necessary to implement the proposed program (Attachment C). This overall program includes several components which relate to the funding request described above. Of particular interest are the following items:

1. Acquisition of buses rather than rail vehicles with Section 3 Discretionary funding.
2. Additional funding for Project Breakeven from both Section 3 Discretionary and Section 9.
3. Use of the remaining Banfield LRT funding for rail vehicles.
4. Reprogramming of Section 3 Letter-of-Intent funding to rail projects, with the associated reductions as follows:

<u>Project</u>	<u>Amount</u>	<u>Comment</u>
Buses	- 9.52 m.	Fund with Section 3
Portland Transfers	- 1.64	\$1.2 m. of program remains funded
Washington County TSM	- 1.22	\$1.3 m. of program remains funded
Southwest Transfers	- 0.4	Existing facility available
Merlo Railroad Crossing	- 0.23	Ineligible

5. A reduction in the anticipated level of Section 9 (formula) funding (from \$33 to \$24 million) and a shift in emphasis from bus acquisition to rail, including:

LRV Air Conditioning	1.92 m.
Project Breakeven	4.3 m.
Banfield P & R	0.8 m.
Westside Rail Initiatives	1.7 m.

Westside rail initiatives is a reserve to be used for Hillsboro P.E., advanced right-of-way acquisition and/or implementation of a program similar to Project Breakeven.

Specific details of these changes may be modified somewhat depending upon results of federal approvals. The overall program will be brought forward for approval in order to incorporate these recommendations into the TIP.

Action Requested: Endorsement of Attachments A, B and C with specific TIP amendments to implement these recommendations to be brought forward for further approval.

ACC:mk

Attachments

DRAFT

Dear Congressman AuCoin:

The purpose of this letter is to forward a proposal which the region believes would significantly move forward its transportation and Light Rail agenda.

Portions of this proposal are derived from your own initiatives regarding the Westside and resultant discussion between your office and regional staff.

The elements of our request cover both funding items as well as policy items which we feel are in need of clarifying with UMTA.

They are:

1. Establishment of a 75%/25% federal/local funding ratio for a Full Funding Agreement to be issued upon completion of the Westside F.E.I.S. and Preliminary Engineering.
2. A change in the present scope of P.E. for the Westside project to include Hillsboro. This request has already been communicated by Tri-Met to UMTA.
3. Issuance of a letter of no prejudice so that local funds can be used for P.E. and rights-of-way acquisition for the Westside project.
4. An appropriation of \$2.1 M for claims and related expenses arising from the Banfield project under the terms of the Banfield Full Funding Agreement.
5. Approval by UMTA in FY 1990 of a contract for 10 LRVs and parts and storage track for which part of the funds depend upon a final appropriation in FY 1991 and closeout of the Banfield Full Funding Agreement.
6. Congressional approval to change the current Letter-of-Intent restrictions to remove the provision for "non-rail only," thereby permitting Tri-Met to use its FY 1990 and 1991 Section 3 funds for further Westside preliminary engineering and right-of-way acquisition.
7. Congressional approval to appropriate the remaining \$9.5 million in funds necessary for Project Breakeven. Tri-Met is allocating \$4.3 M of its Section 9 funds in FY 1990 and is currently seeking an UMTA grant under the terms of the 1988 Appropriations Act.

8. Congressional approval of an appropriation of \$2 M for the I-205 and Milwaukie corridors' Alternative Analyses and draft EIS. The region expects to proceed with the withdrawal of the I-205 bus lane, thus creating a corridor e(4) entitlement of \$17 M.
9. An appropriation of \$8 million of FHWA Interstate Transfer funding for the region's highway improvement program.

UMTA FUNDING PROPOSAL

	FY'90	FY'91	FY'92	FY'93	TOTAL (Federal)
Regional Reserve					
Buses				3.36	3.36
Sec.3 Discretionary					
Buses	14.20				14.20
Project Breakeven	9.50				9.50
Full Funding Agreement					
Claims, etc.	2.10				2.10
LRVs (3-4) & spare parts		5.90			5.90
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	2.10	5.90			8.00 **
Section 3 LOI					
LRV's (6-7)	10.10				10.10
Ruby Junction Storage Track	1.03				1.03
N. Mall Extension	8.00				8.00
Sunset T.C./P&R			5.22		5.22
Double Tracking LS-1***	3.76				3.76
Support Serv./Contingency	0.23		0.06		0.29
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Sub-total	22.89	0.00	5.22		28.40
Section 9*					
On-going capital reqmnts.	1.08	2.40	2.50	2.60	8.58
Westside P.E./FEIS	1.12				1.12
Air Cond. LRV's	1.92				1.92
Project Breakeven	4.30				4.30
Banfield P & R Improvements				0.80	0.80
Westside Rail Initiatives		1.00	0.70		1.70
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Sub-total	8.42	3.40	3.20	3.40	18.42
Federal Total	57.11	9.30	8.42	6.76	
Tri-Met match	11.94	2.32	1.30	1.44	
Other match	7.47	0.00	0.80	0.00	
*Annual Sec.9 Cashflow					
Available Sec.9 C/O*	6.13	2.14	2.20	1.59	
Est.New Sec.9	4.43	3.46	2.59	1.81	
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	10.56	5.60	4.79	3.40	

** Actually \$7M FFA and \$1M Regional Reserve

***Ruby Junction to City Hall only

Transit Capital Program
Funding Comparison
(\$M's)

	Existing	UMTA Proposal	Net (+/-)
Sec.9			
Standard Buses	15.55	0.00	(15.55)
Small Buses	1.20	0.00	(1.20)
SNT buses	2.06	2.06	0.00
Maintenance Vehicles	0.24	0.24	0.00
Parts & Equipment	11.28	9.10	(2.18)
Westside P.E./FEIS	1.59	2.77	1.18
Route Terminus	0.24	0.24	0.00
Shelters	0.32	0.32	0.00
Accessible Stops	0.40	0.40	0.00
LRV's Air Conditioning	0.00	1.92	1.92
Project Breakeven	0.00	4.30	4.30
Banfield P & R	0.00	0.80	0.80
Westside Rail Initiatives	0.00	1.70	1.70
	<hr/>	<hr/>	<hr/>
	32.88	23.85 *	(9.03)
Sec.3 Letter of Intent			
Standard Buses	9.52	0.00	(9.52)
Transit Transfers	1.64	0.00	(1.64)
Washington Co. TSM	1.22	0.00	(1.22)
Morrison Bus Lane	0.08	0.00	(0.08)
S.W. Transfers	0.40	0.00	(0.40)
North Mall Extension	8.00	8.00	0.00
Sunset T.C./P&R	5.22	5.22	0.00
Merlo Access Road	0.23	0.00	(0.23)
Support Services	2.23	0.29	(1.94)
LRV's	0.00	10.10	10.10
Ruby Junction Storage Track	0.00	1.03	1.03
Double Tracking	0.00	3.76	3.76
	<hr/>	<hr/>	<hr/>
	28.54	28.40	(0.14)
Sec.3 Discretionary			
Convention Center	2.40	2.50	0.10
LRV's	12.00	0.00	(12.00)
Buses	0.00	14.20	14.20
Project Breakeven	0.00	9.50 **	9.50
	<hr/>	<hr/>	<hr/>
	14.40	26.20	11.80
Full Funding Agreement			
MAX Park & Rides	2.00	0.00	(2.00)
Claims, etc.	0.00	2.10	2.10
LRV's	0.00	5.90	5.90
	<hr/>	<hr/>	<hr/>
	2.00	8.00	6.00
e(4)			
Buses	3.27	3.36	0.09
TOTALS	81.09	89.81	8.72

*\$5.431M in grants awarded to date
**\$5.5M earmarked in FY'89



METRO

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

Memorandum

DATE: April 20, 1989

TO: Joint Policy Advisory Committee on Transportation

FROM: *AC* Andy Cotugno, Transportation Director

RE: PUBLIC/PRIVATE FUNDING IMPLEMENTATION

Please review the attached information regarding implementing public/private funding mechanisms and return comments to me by Wednesday April 19. I plan to forward this information to TPAC for further discussion.

The Public-Private Task Force on Transportation Finance issued a policy report in September 1988 concluding the following.

- o Implementation of the Regional Transportation Plan will require private sector's participation in addition to federal, state, and regional public funding, and;
- o a public-private coventure funding approach should be pursued with emphasis on four mechanisms:
 - o Benefit Assessment Districts
 - o Tax Increment Finance
 - o Station Cost Sharing
 - o Joint Development

The Task Force identified Tri-Met as the lead agency to implement these mechanism. The attached information represents preliminary steps taken toward this goal. Currently, two work paths are planned.

- o Tri-Met will lead an effort to develop mechanisms specific to the Westside Light Rail that can serve as models for future LRT lines, and;
- o Metro will lead the effort to develop a Regional Compact.

A likely launching point for this work is its inclusion into light rail planning and engineering for the Westside and Eastside corridors.

The first step for the Westside is a presentation, to the Westside Project Management Group, of a statement of intent regarding public/private implementation steps. This presentation will describe the regional compact as well the planned work scope to accomplish public/private financing goals. From this presentation we would hope to gain the support of the PMG in the form of a commitment of staff time and resources. I am recommending the \$70,000 unspent public-private task force funds be allocated to this work.

Public/private activities for the Eastside corridors will be accomplished by including the work as part of the project workscope currently being prepared by METRO.

REGIONAL COMPACT

The first step towards implementation of public private financing mechanisms is building consensus among jurisdictions regarding the important role the mechanisms play in realizing the light rail components of the Regional Transportation Plan. A regionally adopted compact could demonstrate solidarity by stating the following.

- o Local governments' commitment to the light rail components of the RTP will be demonstrated through transit supportive actions including:
 - o land use zoning and planning for higher densities near stations;
 - o right of way preservation; and,
 - o station area urban design and physical integration.
- o The Region is committing itself to public/private funding for the Westside project and future light rail lines. Private participation must be planned for, with four mechanisms being implemented:
 - o station area benefit assessment districts;
 - o tax increment financing;
 - o station cost sharing; and,
 - o joint development.
- o The compact reveals the Region's long term support of public/private co-venture partnerships by specifying that there will be subsequent corridor compacts and contracts.

Public/private funding potential for future light rail lines will be funded as part of the Alternative Analysis process.



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

DATE: 12 April 1989
TO: Andy Cotugno
FROM: Dan Hoyt *DH*
SUBJECT: public/Private Financing Implementation

This memorandum will discuss steps to implement funding mechanisms recommended by the Public/Private Task Force on Transportation Finance. The mission, goals and objectives of this process are as follows.

Mission:

Building on the work of the Public/Private Task Force on Transportation Finance, Tri-Met, as lead agency, shall formalize a partnership between the public and private sectors with regard to regional funding of the construction and operation of light rail in general and the Westside in particular.

Goal:

Seek a commitment by jurisdictions to establish, as part of Westside financial planning, a process for implementing a combination of station area assessment districts, tax increment financing, station cost sharing, and joint development projects. In addition, this process should encourage implementation of consistent public/private funding mechanisms on future LRT.

Objectives:

- A. Develop a regional policy, for adoption by JPACT, requiring consideration of public/private funding mechanisms for LRT implementation.
- B. Develop a Westside Corridor agreement requiring consideration of public/private co-venture funding mechanisms for implementation of Westside LRT.
- C. Define objective criteria for when to use tax increment financing that is applicable throughout the region.
- D. Develop a station cost-sharing policy applicable throughout the region for adoption by Tri-Met defining when and what level of private sector station cost sharing will be sought; define the public sector objectives for LRT location and design that are flexible in cases where private sector funding contributes toward station costs.
- E. Establish principles applicable region-wide for adoption by Tri-Met defining when and where to pursue joint development projects and guidelines for their implementation. Prepare a list of private groups interested in co-venture projects.

- F. Develop a model ordinance that is applicable region-wide for establishment of a station area assessment district to include a definition of the rate structure to be imposed and methodology for defining the assessment district boundary.
- G. Foster consensus agreement among jurisdictions within the region in the form of resolutions, intergovernmental agreements, or similar formal adoption.
- H. Establish time-lines and dollar amounts to be used for financial planning purposes.

In addition to the mission, goals, and objectives, there are three other overriding points.

- 1) While remaining sensitive to region-wide needs, efforts should focus on Westside financing. The Westside priority is reasonable considering:
 - o the urgency associated with the Westside Project which requires a funding plan by November 1990;
 - o based on preliminary funding forecasts, the likelihood that the service start-up date of a post-Westside LRT line is in the next century;
 - o the existence of future LRT lines depends on the success of the Region's number one transportation priority, Westside LRT; and,
 - o public/private activities for future light rail corridors will be funded in Alternatives Analysis.
- 2) Tri-Met should take lead responsibility in pursuit of station cost sharing and joint development funding; local jurisdictions should have lead responsibility to establish station area assessment districts and tax increment financing. This division of work is reasonable considering Tri-Met neither has nor seeks the legal power and expertise to establish station area assessment districts and tax increment financing.
- 3) Tri-Met recommends that unspent federal funds from the Public/Private Task Force effort be allocated to METRO, Tri-Met and local jurisdictions to use in implementing the Regional Compacts and the funding mechanisms. An intergovernmental agreement should be prepared explaining the conditions under which Beaverton, Washington County, Portland and Tri-Met would receive these funds.

WORK SCOPE FOR WESTSIDE LRT PUBLIC PRIVATE FINANCE

There are two work paths to be simultaneously pursued.

- o Under the direction of METRO a consultant will develop the Regional Compact.
- o A Technical Advisory Committee (TAC) will be formed to pursue issues specific to the Westside Project. A consultant might be used to facilitate this effort.

The TAC, staffed with land use and economic development personnel from Tri-Met, and local jurisdictions might be divided into two sub-groups:

one to establish the "real estate" funding mechanisms (station cost sharing and joint development); and,

one to establish the "tax" mechanisms (tax increment and station area assessment districts).

The TAC would formulate detailed work plans to realize public/private financing (see attachment B).

The primary objective of this work is to gain local government commitment to provide "X" dollars of funding to the Westside.

With regard to station area assessment districts and tax increment financing the products of this work will include:

at a minimum, local government funding commitments by November 1990;

at a maximum, voter and land owner commitments for tax increment and assessment districts by November 1990; and,

regional consensus regarding roles and responsibilities.

With regard to station cost sharing and joint development the products of this work will include:

at a minimum, an inventory of prospective properties organized in a hierarchy of development potential;

at a maximum, negotiated "deals" with developers; and,

regional consensus regarding roles and responsibilities.

Once local government commitments are secure a strategy will be developed for when, and how to move the funding commitment to the higher plateau.

ATTACHMENT A

The statement of intent needs to:

Review the mission, goals, and objectives related to implementing public/private funding mechanisms.

- o support these statements with commitments of staff time and resources, as well as consulting expertise.

Review the work and recommendations of the Task Force

- o remind the public and private sectors that a broad base of community leadership, guided by national and regional consultants encouraged funding a portion of the Westside with these techniques.
- o describe the four funding mechanisms identified by the Task Force.

Challenge local jurisdictions to respond to the work of the Task force:

- o demonstrate regional consensus
- o invest staff resources
- o competently work with business community

Describe the significance of public/private commitment in terms of constructing a viable Westside financing plan:

- o potential amounts of capital and operating funds
- o local commitment (for UMTA's consumption)

Seek a formal commitment by jurisdictions to bring public/private financing to fruition.

ATTACHMENT B

Possible suggestions for the TAC are outlined below.

GENERAL STRATEGY

- o We must avoid creating an unrealistic "government" process which is viewed as an obstacle to development. We need to ensure private sector endorsement of the public sector efforts, thus an oversight consultant is in order.
- o Efforts can be initiated immediately to collect information from other cities regarding their experiences and consultant recommendations.
- o Tri-Met will take lead responsibility in pursuit of station cost sharing and joint development funding
- o Jurisdictions will have lead responsibility to establish station area assessment districts and tax increment financing.

Questions:

How does Tri-Met firmly establish a public/private process that balances political realities with financing desires?

Which regional body has the staff and resources necessary to manage the Region's public/private program, now and into the six rail future?

STATION AREA ASSESSMENT DISTRICTS AND TAX INCREMENT FINANCING

Definition (respectively):

The benefits of LRT, increased accessibility and higher allowable densities, are quantified and a portion is "paid" by landowners as an assessment.

Through existing or newly established urban renewal districts, structuring property taxes so that increased assessed valuation generates revenue dedicated to station area improvements.

Products:

Draft documents that can be the boiler plates for districts at stations located throughout the region. Optimally, by November 1990 private commitments should be in place.

Questions:

Where can these be implemented with the highest chance of success?
How do we measure benefits to adjacent land?
How much can these mechanisms realistically produce?
When will these generate revenue?
How long a life do districts have?
How is uniformity achieved in a multi-jurisdictional corridor?
Must all jurisdictions agree to establishing districts?
Who is responsible for the public relations component of implementation?

Action:

Legal research on how these things typically are established and administered.

STATION COST SHARING

Definition:

Direct integration of a LRT station with privately held land.

Products:

A list of potential sites desirable to the public sector and a list of interested private developers.

Questions:

When should projects be actively sought?
Where are stations planned?
What are the least number of stations, the most?
Where must stations be, where can't they be?
What desirable cost sharing opportunities exist?
What are the minimum standard features of stations?
How much alignment and station customizing will be allowed?
Does UMTA have any influence on these deals?
In responding to proposed deals who will negotiate and determine public sector actions?

Action:

Tri-Met must develop station plans (as they relate to transit operations) which can be reviewed by jurisdictions.
Tri-Met must develop a policy that forms the basis for negotiating "deals" with the private sector.
An intergovernmental understanding must be reached regarding how prospective deals will be negotiated with the private sector
The real estate community must be informed of the public sector's interest in hearing all proposals.
A forum for determining public sector flexibility towards station sharing proposals must be established.

Definition:

Integration of LRT with private development on land sold or leased by a public agency.

Products:

A list of short and long term opportunities and a strategy for realizing them.

Questions:

What work needs doing regarding the PeterKort property?

Are there federal, state or local funds available for purchasing land?

Is there desirable, affordable land available to purchase?

What land already held by public sector bodies is available for joint development?

What projects would we like to do?

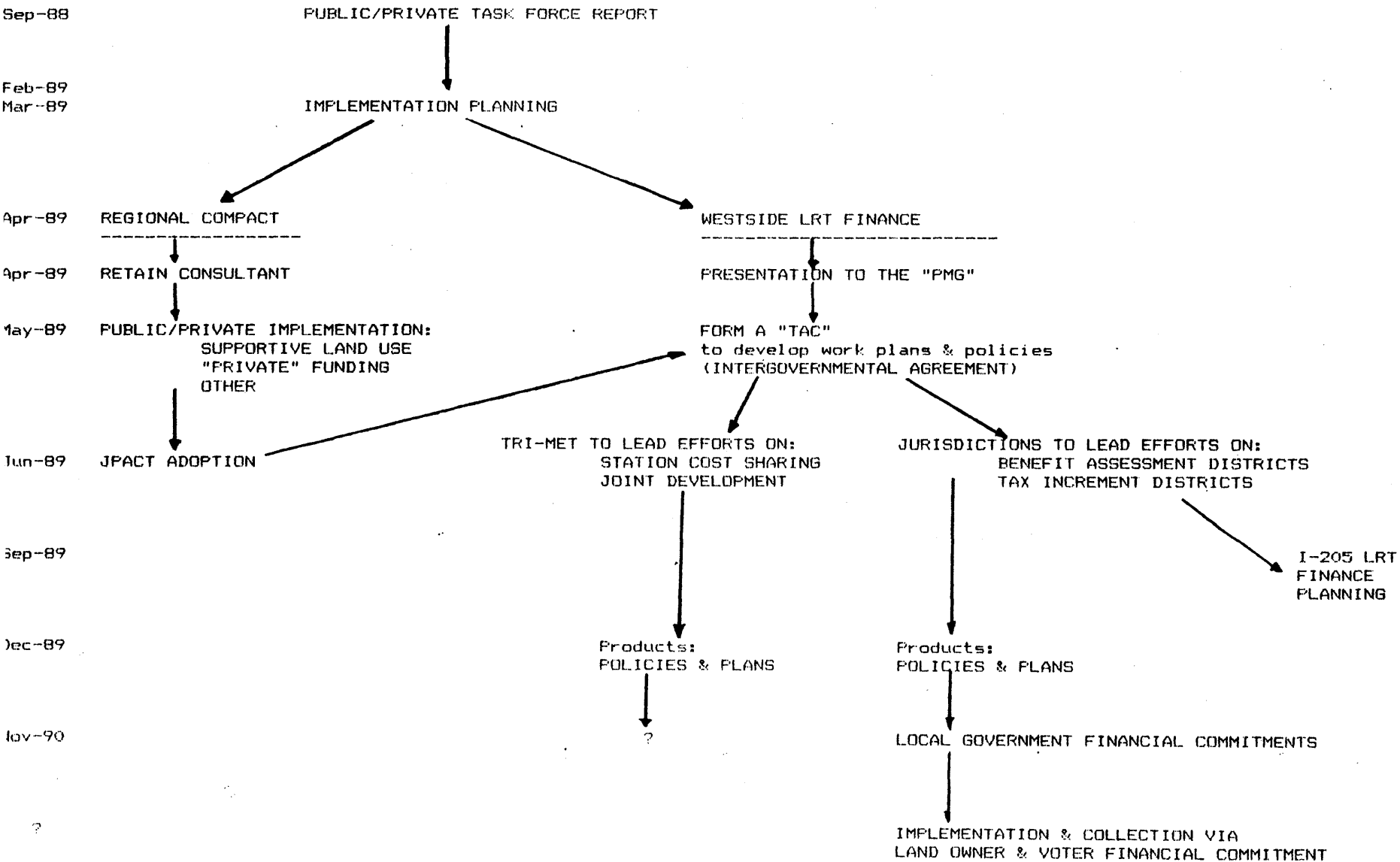
How can joint development projects be packaged, promoted and administered consistently throughout the entire Region?

Action:

Compilation from jurisdictions of available land and revenues for buying desirable land. Using a Realtor identify desirable land for short and long term prospects. Research the legality of using federal, state or local funds for this type of deal. Tri-Met must develop a policy that forms the basis for negotiating "deals" with the private sector.

c: G.B. Arrington
Doug Capps
Lee Hames
Bruce Harder
Bob Post

PUBLIC/PRIVATE FINANCING IMPLEMENTATION SCHEDULE





METRO

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

Memorandum

Date: May 1, 1989

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Re: JPACT Membership

At the March 9 meeting of JPACT, staff was directed to compile materials relating to the membership, charge and organization of JPACT. This material is then intended to provide the base data for a JPACT subcommittee to consider in developing recommendations for possible changes. The following is a synopsis of the attached materials:

1. Attachments A and B-1/B-2 relate to the role and responsibility of JPACT (Attachment A is an excerpt from the Regional Transportation Plan; Attachment B-1 are the federal planning requirements and Attachment B-2 is the letter from Governor Atiyeh approving Metro's MPO designation). Of particular interest is the requirement that there be a "metropolitan planning organization" to approve federal transit and highway construction and operating funds spent within that metropolitan area and that local government elected officials must be involved in the decision-making process. This is particularly important because of the many different jurisdictions responsible for implementing needed transportation improvements.
2. Attachment C is the JPACT roster showing 17 members and their alternates. To the maximum extent possible, JPACT has insisted that members and alternates be elected officials. In the case of agency representatives, in most cases, the member is the key staff person from the agency.
3. Attachment D is a compilation of attendance statistics for the past 14 months. During this period, attendance ranged 10 to 17 members per meeting (9 is required for a quorum). Also during this period, individual jurisdictions maintained an attendance record of 36-100 percent.
4. Attachment E is the procedure approved by JPACT for appointment of members. In summary, it involves direct appointment by the county, Portland and agency representatives and alternates from the "cities of" Clackamas,

Multnomah and Washington Counties. It also provides for two-year terms for these "cities" representatives.

5. Attachment F is an analysis of the population of each district represented by city or county members on JPACT. The "population per member" ranges from a low of 43,290 people for the Vancouver representative to 429,410 people for the Portland representative. Including agency representatives, there are 72,244 people for each Oregon JPACT member and 71,500 people for each Washington JPACT member.
6. Attachment G is a series of listings of the transportation coordinating committee established in Washington County, Clackamas County and East Multnomah County as well as the Clark County IRC membership. These committees deal with local transportation issues and provide a means of coordination on JPACT issues affecting the area and allow for communication between the JPACT representatives and the rest of the jurisdictions in the area.
7. Attachment H are TPAC's bylaws (JPACT does not have bylaws).
8. Attachment I are several letters received relating to JPACT membership.
9. Each month, the full packet for the JPACT mailing is sent to 93 individuals; the agenda page is sent to an additional 40 individuals.

ACC:lmk

Attachments

ATTACHMENT A

REGIONAL TRANSPORTATION PLAN EXCERPT

ATTACHMENT A

REGIONAL TRANSPORTATION PLAN EXCERPT

Metro's Role in Transportation Planning

Metro is responsible for urban transportation planning within the Oregon portion of the Portland-Vancouver metropolitan area. The area expected to be urban and in need of urban transportation investments is defined by the UGB adopted by Metro as shown in Figure I-1.

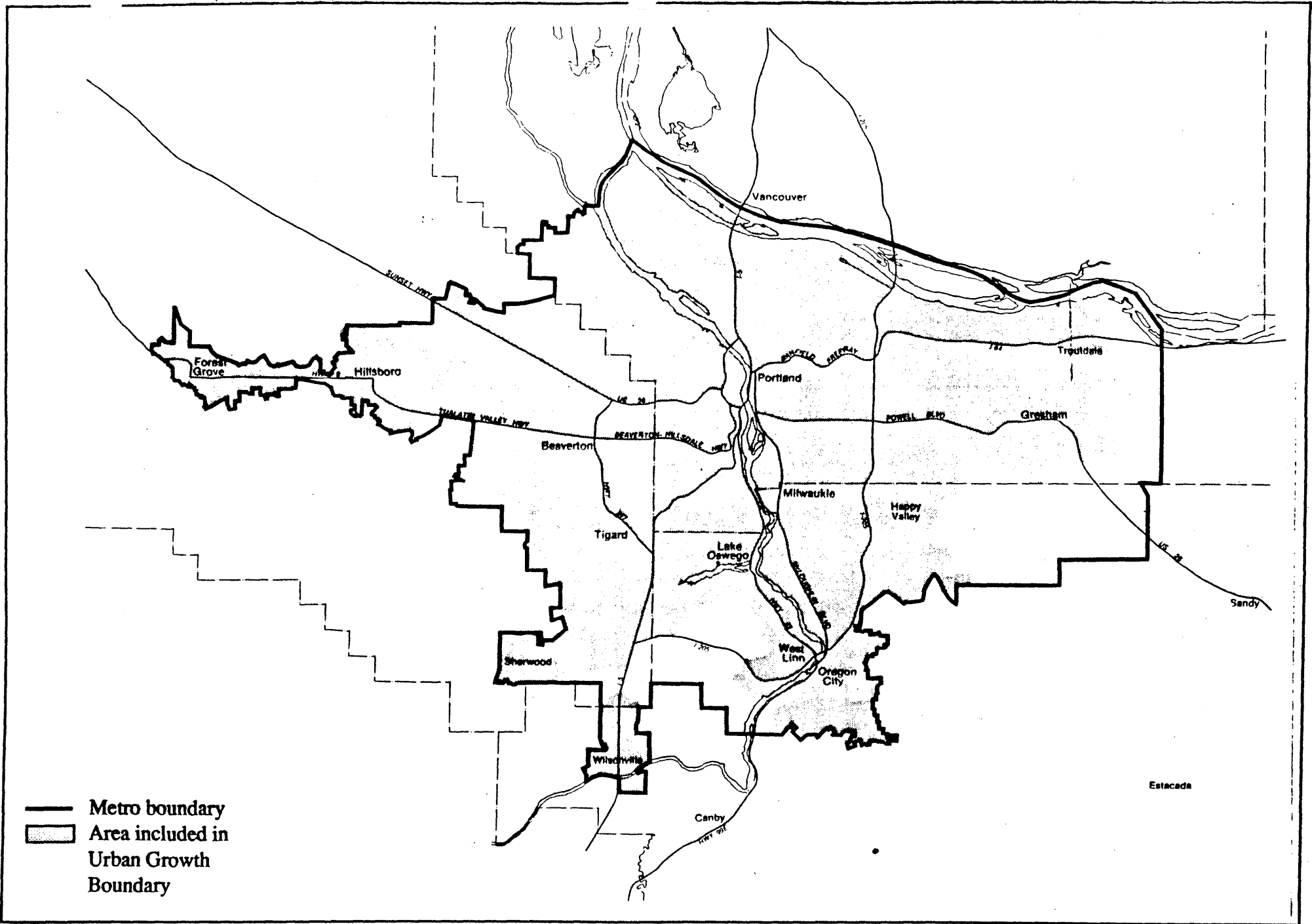
The following subsections of the Plan describe the legislative authority under which Metro has developed and adopted this RTP, the decision-making structure used by Metro to ensure adequate representation by the various agencies responsible for implementation of the plan and areas of interjurisdictional coordination on particular aspects of the plan.

Metro Legislative Authority

Metro's authority for urban transportation planning is derived from two primary sources:

- . Title 23 (Highways) and Title 49 (Transportation)
Code of Federal Regulations
- . Oregon Revised Statutes -- Chapter 268

The federal requirements for transportation planning are primarily directed at proposed transportation investments



METRO

Urban Growth Boundary

RTP Figure I - 1

using federal funds while the state requirements deal with the transportation elements of local comprehensive plans. There is, however, a great deal of overlap between the two requirements since federally funded transportation investments comprise a significant portion of the full transportation system identified in comprehensive plans.

Federal Planning Requirements

FHWA and UMTA have jointly required that each urbanized area, as a condition to the receipt of federal capital and operating assistance, have a transportation plan process that results in a transportation plan consistent with the planned development for the area. Metro is the agency, in cooperation with ODOT and Tri-Met, that is designated by the Governor as the "metropolitan planning organization" to carry out the federal transportation planning requirements.

In accordance with these requirements, Metro must annually endorse a transportation plan and a Transportation Improvement Program (TIP). The TIP must specify federally funded transportation projects to be implemented during the next three- to five-year period based upon realistic estimates of available revenues. Furthermore, projects included for funding in the TIP must be consistent with the adopted RTP.

Also in accordance with regulations, the RTP must consist of a short- and long-range element and provide for the transportation needs of persons and goods in the metropolitan area. The planning process leading to adoption of the RTP must:

- consider the social, economic and environmental effects of transportation in accordance with the National Environmental Policy Act and Clean Air Act;

- ensure involvement of the public;

- ensure there is no discrimination on the grounds of race, color, sex, national origin or physical handicap in the planning process or under any program receiving federal assistance;

- include special efforts to plan public mass transportation facilities and services for the handicapped;

- consider energy conservation goals and objectives;

- include technical analysis as needed and to the degree appropriate, including:

an analysis of existing conditions of travel, transportation facilities and fuel consumption;

projections of economic and land use activities and their potential transportation demand;

an evaluation of alternative transportation improvements to meet short- and long-term needs;

corridor or subarea studies; transit technology studies; legislative, fiscal, functional classification and institutional studies; and

an evaluation of alternative measures to respond to short-term energy disruptions.

In addition to the requirements of FHWA and UMTA, the Clean Air Act (carried out by the Environmental Protection Agency (EPA)) requires each urbanized area to meet federal standards for clean air. Metro is responsible for examining alternative transportation strategies to reduce air pollution that, in combination with stationary controls (i.e., point source) adopted by the Department of Environmental Quality (DEQ), meet the standards.

State Planning Requirements

The State of Oregon has adopted 19 statewide planning goals which are required to be implemented through a comprehensive plan for each city and county throughout the state. These comprehensive plans specify the manner in which the land, air and water resources of the jurisdictions will be used and determine the need for improved public facilities. In accordance with state law, Metro must adopt a functional plan for transportation and must review the local comprehensive plans of the cities and counties within the district and recommend or require changes to ensure conformity (see Chapter 8).

Regional Transportation Decision-Making Process

Every metropolitan area must have a Metropolitan Planning Organization (MPO) designated by the Governor to receive and disburse federal funds for transportation projects. Metro (the Metropolitan Service District) is the MPO for the Portland metropolitan area and, therefore, approves the expenditure of all federal transportation funds in this region. To assure a well-balanced regional transportation system, the following decision-making process has been established for these important funding allocations.

1. Metro Council

Metro is our directly elected regional government, with responsibility for garbage disposal, development assistance and management of the Metro Washington Park Zoo as well as transportation. The Metro Council is composed of 12 members elected from districts. The Joint Policy Advisory Committee on Transportation (JPACT) recommends transportation projects and programs for Council approval.

2. Joint Policy Advisory Committee on Transportation

JPACT provides a forum for elected officials and representatives of agencies involved in transportation projects to evaluate all the transportation needs in this region and to make recommendations for funding to the Metro Council. The 17-member Committee includes elected officials from local governments within the region, three Metro Councilors, representatives of the agencies involved in regional transportation, plus representatives from governments and agencies of Clark County, Washington and the State of Washington.

Agencies represented on JPACT include ODOT, Tri-Met, the Port of Portland, DEQ and the Washington Department of Transportation (WDOT).

A finance subcommittee of JPACT has been formed to develop and recommend financing strategies to implement the region's transportation agenda.

3. Transportation Policy Alternatives Committee (TPAC)

While JPACT provides a forum for recommendations on transportation issues at the policy level, TPAC provides input from the technical level.

TPAC's membership includes technical staff from the same governments and agencies in JPACT plus representatives of FHWA, Federal Aviation Administration (FAA), UMTA and the Intergovernmental Resource Center of Clark County. There are also six citizen representatives appointed to TPAC by the Metro Council.

TPAC has one standing subcommittee:

Transportation Improvement Program
Subcommittee:

Comprised of staff from the three counties, Portland, ODOT, Tri-Met and Metro, this subcommittee monitors progress on implementing projects and recommends changes in the TIP to JPACT.

Interstate Coordination

Planning for the Portland-Vancouver metropolitan area is carried out by two regional planning agencies, Metro and the IRC of Clark County. Each agency conducts its transportation planning under its respective state and federal authority for its own geographic area. However, since this is a single urbanized area, it is essential that the two agencies coordinate plans to adequately address problems of interstate significance. This coordination is assured through the mechanisms described below:

Bi-State Policy Advisory Committee -- A Bi-State Policy Committee exists to provide a forum for elected officials from Oregon and Washington to discuss problems of mutual concern and make recommendations to the Metro Council and IRC of Clark County. This committee includes representation from the two regional agencies, the two principal cities and the two principal counties. In addition, the Committee can establish ad hoc committees to deal with transportation problems. Transportation recommendations from the committee are made to the Metro Council through TPAC and JPACT in accordance with Metro's decision-making process.

Metro/Clark County IRC Committees -- In order to ensure a voice in transportation decisions of interstate significance, JPACT includes representation from WDOT, Clark County and Vancouver, and TPAC includes representatives from WDOT, Clark County, Vancouver and Clark County IRC. Similarly, Clark County's "Consolidated Transportation Advisory Committee" includes representation from ODOT and Metro.

Transportation Plan and Improvement Program Coordination -- Before adoption of the RTP or an amendment to the plan having interstate significance, Metro and Clark County IRC must consult with the other party and consider any comments of the other party before adoption.

ATTACHMENT B-1

FEDERAL PLANNING REQUIREMENTS

FEDERAL PLANNING REQUIREMENTS

receipt of Federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area. These plans and programs support transportation improvements and subsequent project development activities in the area.

§ 450.102 Applicability.

The provisions of this subpart are applicable to the transportation planning process in urbanized areas.

§ 450.104 Definitions.

(a) Except as otherwise provided, terms defined in 23 U.S.C. 101(a) are used in this part as so defined.

(b) As used in this part:

(1) "Governor" means the Governor of any one of the fifty States, or Puerto Rico, and includes the Mayor of the District of Columbia.

(2) "Designated Section 9 Recipient" means that organization designated in accordance with Section 9(m) or 5(b)(1) of the UMT Act, as amended, as being responsible for receiving and dispensing Section 9 and/or Section 5 funds.

(3) "Metropolitan planning organization" means that organization designated as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104(f)(3), and capable of meeting the requirements of Sections 3(e)(1), 5(l), 8 (a) and (c) and 9(e)(3)(G) of the UMT Act (49 U.S.C. 1602(e)(1), 1604(1), 1607 (a) and (c) and 1607a(e)(3)(G)). The metropolitan planning organization is the forum for cooperative transportation decisionmaking.

(4) "Annual (or biennial) element" means a list of transportation improvement projects proposed for implementation during the first year (or 2 years) of the program period.

(5) "Transportation improvement program (TIP)" means a staged multiyear program of transportation improvements including an annual (or biennial) element.

§ 450.106 Metropolitan planning organization.

(a) Designation of a metropolitan planning organization shall be made by agreement among the units of general purpose local government and the Governor. To the extent possible, only one metropolitan planning organization should be designated for each urbanized area or group of contiguous urbanized areas.

(b) Principal elected officials of general purpose local governments shall be represented on the metropolitan planning organization to the extent agreed to pursuant to paragraph (a) of this section.

§ 450.108 Urban transportation planning process: Funding.

(a) Funds authorized by 23 U.S.C. 104(f) shall be made available by the State to the metropolitan planning organization, as required by 23 U.S.C. 104(f)(3).

(b) Funds authorized by Section 8 of the UMT Act (49 U.S.C. 1607) shall be made available to the metropolitan planning organization, to the extent possible, in urbanized areas with populations of 200,000 or more or where the metropolitan planning organization represents a group of contiguous or related urbanized areas with an aggregate population of 200,000 or more. In urbanized areas with populations below 200,000, such funds shall be made available to the State, at the State's option, to allocate among such urbanized areas, or, with respect to any given urbanized area, to use for the benefit of such area with the concurrence of the metropolitan planning organization. If the State does not elect this option, these funds shall be made available directly to the metropolitan planning organization, to the extent possible.

(c) In urbanized areas with populations of 200,000 or more, the State, metropolitan planning organization, and designated Section 9 or 9A funds recipient, where Section 9 or 9A funds are used for planning purposes, shall develop a unified planning work program (UPWP) which describes urban transportation and transportation related planning activities anticipated in the area during the next 1- or 2-year period including the planning work to be performed with Federal planning assistance and with funds available under Section 9 or 9A, if any. The UPWP shall be endorsed by the metropolitan planning organization. (OMB Control Number 2132-0031)

(d) In urbanized areas with populations below 200,000, the State and the metropolitan planning organization (and where Section 9 or 9A funds are to be used for planning, the designated recipient) shall cooperatively describe and document how Federal planning funds and funds available under Section 9 or 9A if any, would be expended for planning in each area, who would do the work and what work in general would be done. The work proposed shall be endorsed by the metropolitan planning organization.

450—PLANNING ASSISTANCE**450 STANDARDS****Subpart A—Urban Transportation Planning**

- 450.100 Purpose.
 - 450.102 Applicability.
 - 450.104 Definitions.
 - 450.106 Metropolitan planning organization.
 - 450.108 Urban transportation planning process: Funding.
 - 450.110 Urban transportation planning process: Products.
 - 450.112 Urban transportation planning process: Participant responsibilities.
 - 450.114 Urban transportation planning process: Certification.
- Authority: 23 U.S.C. 104(f)(3), 134 and 315; a, 3, 5, 8, 9, and 9A of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602, 1604, 1607, 1607a, and 1607a-1); s. 174 and 176 of the Clean Air Act (42 U.S.C. 7504 and 7506); and 49 CFR 1.48(b) and

Subpart A—Urban Transportation Planning**450.100 Purpose.**

The purpose of this subpart is to implement 23 U.S.C. 134, and Section 8 of the Urban Mass Transportation Act of 1964, as amended (UMT Act) (49 U.S.C. 1607), which require that each urbanized area, as a condition to the

(e) The staff resources of other agencies (such as the State, local government and transit operator staff) may be utilized where appropriate to carry out the planning process, including the activities funded with Federal planning funds, through contractual agreements.

§ 450.110 Urban transportation planning process: Products.

The urban transportation planning process shall include the development of:

(a) A transportation plan describing policies, strategies and facilities or changes in facilities proposed. The transportation plan shall be formulated according to the requirements of 23 U.S.C. 134 and Section 8 of the UMT Act (49 U.S.C. 1607) which include and analysis of transportation system management strategies to make more efficient use of existing transportation systems.

(b) A transportation improvement program (TIP) including an annual (or biennial) element as prescribed in Subpart B of this part. The program shall be a staged multiyear program of transportation improvement projects consistent with the transportation plan. (OMB Control Number 2132-0529)

(c) Other planning and project development activities deemed necessary by State and local officials to assist in addressing transportation issues in the area.

§ 450.112 Urban transportation planning process: Participant responsibilities.

(a) The metropolitan planning organization, the State, and publicly owned operators of mass transportation services shall determine their mutual responsibilities in the development of the planning work program, transportation plan and TIP specified in Sections 450.108 and 450.110.

(b) The metropolitan planning organization shall endorse the transportation plan and TIP required by Sections 450.110 and 450.204. These endorsements are prerequisites for the approval of programs of projects in urbanized areas pursuant to 23 U.S.C. 105(d) and 134(a), Section 8(c) of the UMT Act (49 U.S.C. 1607(c)), and Subpart B of this part.

§ 450.114 Urban transportation planning process: Certification.

(a) The urban transportation planning process shall include activities to support the development and implementation of a transportation plan and TIP/annual (or biennial) element and subsequent project development activities, including the environmental

impact assessment process. These activities shall be included as necessary and to the degree appropriate for the size of the metropolitan area and the complexity of its transportation problems.

(b) The planning process shall be consistent with:

(1) Sections 8(e) and 3(e) (49 U.S.C. 1607 and 1602(e)) of the UMT Act concerning involvement of the appropriate public and private transportation providers;

(2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794.

(3) Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprises in FHWA and UMTA funded projects (Pub. L. 97-424, Section 105(f); 49 CFR Part 23); and

(4) Section 16 of the UMT Act 49 U.S.C. 1612), Section 165(b) of the Federal-Aid Highway Act of 1973, as amended, and 49 CFR Part 27, which call for special efforts to plan public mass transportation facilities and services that can effectively be utilized by elderly and handicapped persons.

(c) At the time the TIP/annual (or biennial) element is submitted, the State and the metropolitan planning organization shall certify that the planning process is being carried on in conformance with all applicable requirements of:

(1) 23 U.S.C. 134, Section 8 of the UMT Act (49 U.S.C. 1607) and these regulations;

(2) Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)).

ATTACHMENT B-2

GOVERNOR'S LETTER APPROVING MPO DESIGNATION

RECEIVED
NOV 19 1979

METRO SERVICE DISTRICT



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 6, 1979

Mr. Rick Gustafson
Executive Officer
Metropolitan Service District
527 S.W. Hall
Portland, OR 97201

RE: Renewal of Federal Planning Designations

Dear Mr. Gustafson:

Your September 12 letter asked me to make permanent six interim federal planning designations. As you recall the reason for a nine month interim designation was to give your agency time to address State concerns growing out of the transition process. Chief among these were: (1) program coverage in Clackamas, Multnomah, and Washington Counties outside the MSD boundary; and (2) development of mechanisms to adequately involve city and county elected officials in Metro's decision-making process.

I am pleased to be able to inform you that these concerns have been substantially satisfied. However, each of the designations requires slightly different handling. A discussion of each follows:

(1) Metropolitan Planning Organization for Transportation Planning
for the Portland Urbanizing Area

Fred Klaboe, Director of the Department of Transportation, informs me that you have addressed my concerns. He recommends permanent designation as the Metropolitan Planning Organization (MPO) for cooperative state/local transportation planning in the Portland urbanized area. You are to be congratulated for prompt action to: resolve the issue of transportation planning funding, realign planning area boundaries, develop Tri Met/Metro agreements, form local policy advisory committees and execute an ODOT/Metro agreement.

I accept Mr. Klaboe's recommendation and Metro is so designated by agreement of the units of general purpose local government and the

Governor of the State of Oregon. This designation is made pursuant to my authority under recent amendments to Title 23, USC 134. I look forward to soon being able to review the regional transportation plan that you are developing in conjunction with the state, local governments and Tri Met.

(2) A-95 Clearinghouse for Oregon Administrative District 2

Mr. Bob Montgomery, Administrator of the Intergovernmental Relations Division of the Executive Department, advises me that under the Intergovernmental Cooperation Act of 1968, as amended, I am not responsible for the designation of metropolitan clearinghouses. This is the responsibility of the Office of Management and Budget. However, OMB must consider the Governor's recommendation and that of the Federal Regional Council.

Mr. Montgomery favors a positive recommendation. I concur subject to two conditions. Metro shall utilize the Local Officials Advisory Committee in the review process and expand its membership to include city representatives from the areas of Clackamas, Multnomah and Washington Counties outside the Metro Boundary. Attached is a copy of my letter of recommendation to Mr. James T. McIntyre, Jr., Director of the Office of Management and Budget.

(3) Air Quality Planning Lead Agency for the Portland Urbanized Area

On December 12, 1978, Governor Straub designated MSD as the lead agency for preparing revisions to Oregon's State Implementation Plan for carbon monoxide and photochemical oxidants in the Oregon portion of the Portland-Vancouver air quality maintenance area effective January 1, 1979. This designation was permanent, not interim. Since I concur, no action is necessary at this time.

(4) "208" Water Quality Agency for the Portland Urbanized Area

On December 12, 1978, Governor Straub designated MSD as the agency in the Portland area to carry out the planning and management responsibilities of Section 208 of the Federal Water Pollution Control Act, as amended (40 CFR Parts 25 and 35) effective January 1, 1979. This designation was permanent, not interim. Since I concur, no action is necessary at this time.

(5) "701" Areawide Planning Organization for Clackamas, Multnomah, and
Washington Counties

Mr. Bob Montgomery, Administrator of the Intergovernmental Relations Division of the Executive Department advises me that no governor's designation is involved. The U.S. Department of Housing and Urban Development sets out the requirements to be an areawide metropolitan planning organization in its regulations. There is no explicit designation

process. Since Metro receives §701 Comprehensive Planning Assistance funds, you are, in effect, designated. Mr. Montgomery recommends no action, and I concur.

(6) Criminal Justice Planning Agency for Oregon Administrative

District 2

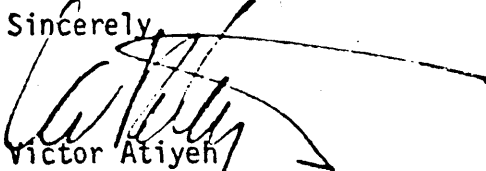
Mr. Keith Stubblefield, Administrator of the Oregon Law Enforcement Council, informs me that permanent designation at this time is problematical. You have resolved state concerns by agreeing to serve the whole district and by adequately involving city and county elected officials in your process. However, I am told that reauthorization legislation for this program is due out of Congress shortly.

Both of the bills being considered will significantly change the criminal justice planning program. One way it will be changed is to allow cities and counties which meet certain criteria to do their own planning (instead of participating in regional approaches). Mr. Stubblefield suggests that permanent designation would be futile until the effects of the proposed changes are known. In addition, Columbia County wishes to develop its own program.

Therefore, he recommends that I continue the interim designation until the effects of the new law work their way through the system. I concur, but will support Columbia County's effort to establish its own planning capability.

I hope this meets your needs. If you have questions, or if you require additional information, please advise.

Sincerely,



Victor Atiyeh
Governor

VA:lh

Enclosure: as cited

cc: Fred Klaboe, ODOT
Bob Montgomery, IRD
Bill Young, DEQ
Keith Stubblefield, OLEC

ATTACHMENT C

MEMBERSHIP

ATTACHMENT C

MEMBERSHIP

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

- Metro Council Councilor Mike Ragsdale
Councilor George Van Bergen
Councilor Jim Gardner
Councilor Richard Devlin (alternate)
- Multnomah County Commissioner Pauline Anderson
Commissioner Gretchen Kafoury (alternate)
- Cities in Multnomah County Councilor Marge Schmunk (Troutdale)
Councilor Fred Carlson (Fairview) (alternate)
- Washington County Commission Chairman Bonnie Hays
Commissioner Roy Rogers (alternate)
- Cities in Washington County Mayor Clifford Clark (Forest Grove)
Mayor Larry Cole (Beaverton) (alternate)
- Clackamas County Commissioner Ed Lindquist
- Cities in Clackamas County Mayor H. Wade Byers, Jr. (Gladstone)
- City of Vancouver Councilman Scott Collier
Councilman Dick Pokornowski (alternate)
- Clark County Commissioner John Magnano
- City of Portland Commissioner Earl Blumenauer
Commissioner Mike Lindberg (alternate)
- Oregon Department of
Transportation Robert N. Bothman, Director
Don Adams, Region I Engineer (alternate)
- Washington State Department
of Transportation Gary Demich, District Administrator
- Port of Portland Robert L. Woodell, Executive Director
Carter MacNichol, Director (alternate)
Real Estate Management and Development
- Tri-Met James E. Cowen, General Manager
Bob Post, Asst. General Manager (alternate)
- Department of Environmental
Quality Fred Hansen, Director
Nick Nikkila, Administrator
Air Quality Division

ATTACHMENT D

ATTENDANCE

ATTENDANCE

	ATTENDANCE												Total		
	1988 March	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1989 Jan.	Febr.		March	Apr.
Anderson/Kafoury/McCoy		M		M	A	M	M	M	M	M	M	M		M	11
Blumenauer/Lindberg	M	M		M	M	M	M	M	A		M	A	M		11
Bothman/Adams/Kuehn	A	M	M	A	M	M	M	M	M	M	A	M	M	M	14
Byers/Stark		M	M		M	M	M	A	M	M	A	M	M	M	12
Clark/Cole/Brian	A		M			M		M		M	A	A	M	M	9
Collier/Pokornowski	M		M					M			M		M	M	6
Cowen/Post		M	M	A	A	M	M	M	M	A	A		M	A	12
Demich/Ferguson	M									M	M	M	M		5
Gardner			M	M	M		M	M	M	M	M		M	M	10
Hansen/Nikkila/Bispham	A							A	A	M	A	A	A	A	8
Hays/Rogers	M	M		M	M		M	M		M	M	A	M		10
Lindquist		M	M	M	M	M	M	M	M	M	M		M	M	12
Magnano/Veysey/Legry	M									M	M		M	M	5
Ragsdale/Waker	M	M	M	M		M	M	M	M	M	M	A	M	M	13
Schmunk/Carlson	M		M		M	M		M		M	M				7
Van Bergen/Kelley/Devlin	M	M	M	M	M	M	M	M		M	M	M	M	M	13
Woodell/MacNichol	A	M	A	M	A	M		M	A		A		A	A	11
VOTING MEMBERS ATTENDING	12	10	11	10	11	11	10	15	10	14	17	10	15	13	169

M = attended by member

A = attended by alternate

ATTACHMENT E

MEMBERSHIP APPOINTMENT

ATTACHMENT E
MEMBERSHIP APPOINTMENT

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

MEMBERSHIP

A two-year term is hereby established for JPACT members and alternates representing the cities of Clackamas, Multnomah and Washington counties. Members and alternates would be from different cities. Upon resignation in mid-term of the JPACT member, the alternate would automatically assume the position as member for the remainder of the term; recruitment would therefore be initiated for a replacement for the alternate.

Current Status: JPACT is currently composed of elected or appointed policy representatives from the various transportation agencies and jurisdictions in the Portland region (see attached). Because of the large number of suburban cities, representation is provided through the selection of a single member to collectively represent the interests of all the suburban cities in that county. None of the votes are weighted -- each representative has one vote.

Background: Members and alternates are currently appointed to JPACT without a specific term. Upon resignation of a member, recruitment for a replacement is initiated. The proposal for a two-year term is intended to give all jurisdictions represented by the member a periodic opportunity to participate in selecting their representative. At the choice of the jurisdictions involved, the current member can be reappointed, the alternate can be appointed as member or a new individual can be selected. A two-year term is recommended to provide members sufficient time to become familiar with policies, practices and regulations under which JPACT operates.

New Procedure: Members and alternates representing the cities of Clackamas, Multnomah and Washington counties will be selected through the following process:

1. Through a telephone poll, mayors will be contacted to nominate individuals for the vacancies. In Washington County, the Transportation Coordinating Committee (WCTCC) will prepare the slate to be voted on by the mayors.
2. A ballot will be mailed to the mayors for voting and returned to Metro to tally the results. In the event of a tie, the top two nominees will be resubmitted to mayors for voting.

Members and alternates for the other agencies and jurisdictions will be appointed by the Mayor, Presiding Officer, Chairman of the Board or Executive Director of the particular agency.

RW/AC/gl
6834C/484
01/14/87

ATTACHMENT F

POPULATION BY JPACT MEMBER

POPULATION BY JPACT MEMBER

JURISDICTION	1988 POPULATION	JPACT MEMBERS	POPULATION PER MEMBER
Multnomah County		1	
Portland	429410	1	429410
Cities of Multnomah Co.			
Gresham	60315		
Troutdale	7255		
Wood Village	2580		
Fairview	1940		
Maywood Park	830		
Cities' Subtotal	72920	1	72920
Unincorporated	65412		
GRAND TOTAL	567742	3	189247
Clackamas County		1	
Cities of Clackamas Co.			
Lake Oswego	28360		
Milwaukie	19045		
Oregon City	15030		
West Linn	14020		
Gladstone	9780		
Wilsonville	4910		
Happy Valley	1505		
Johnson City	425		
Rivergrove	330		
Cities' Subtotal	93405	1	93405
Unincorporated	91596		
GRAND TOTAL	185001	2	92501
Washington County			
Cities of Washington Co.			
Beaverton	40515		
Hillsboro	32320		
Tigard	25510		
Tualatin	12160		
Forest Grove	12120		
Cornelius	5090		
Sherwood	2990		
King City	2010		
Durham	790		
Cities' Subtotal	133505	1	133505
Unincorporated	125161		
GRAND TOTAL	258666	2	129333
Clark County		1	
Vancouver	43290	1	43290
Balance of County	171210		
GRAND TOTAL	214500	2	107250
Total Oregon area	1011409	14	72244
Total Washington area	214500	3	71500

ATTACHMENT G

COUNTY COORDINATING COMMITTEES:

- . Clark County IRC
- . Clackamas County Transportation Co-ordinating Committee
- . Washington County Transportation Co-ordinating Committee
- . East Multnomah County Transportation Committee

COUNTY COORDINATING COMMITTEESINTERGOVERNMENTAL RESOURCE CENTER

DIRECTORY OF OFFICIALS

IRC Board of Directors

Mayor Nan Henriksen	City of Camas
Mayor Frank DeShirlia	City of Battle Ground
Mayor Jim Worthington	Town of Yacolt
Mayor Ed Siebler	Town of La Center
Councilman Ron Hart*	City of Vancouver
Mr. Paul Nelson	City of Vancouver Planning Commission
Commissioner Leon Pagel	Hazel Dell Sewer District
Mr. Vaughn Lein	Clark County Planning Commission
Commissioner Kent Anderson	Clark County Conservation District
Commissioner John Magnano*	Clark County
Commissioner Jim Kosterman*	Port of Vancouver
Commissioner Darlene Randolph	Port of Ridgefield
Commissioner John Raynor	Port of Camas-Washougal
Commissioner Jane Van Dyke*, Chair	Clark County Public Utility District
Mayor Ralph Kraus*	City of Ridgefield
Councilman Les Sonneson*	City of Washougal
Ms. Sharon Hammer	Fort Vancouver Regional Library
Commissioner Paul Grooms	Southwest Washington Health District
Commissioner James Brown*	Fire District No. 5
Commissioner Ed McClary	Skamania County
Mr. Chuck Williams	Tektronix
Dr. George Condon	WSU-Vancouver
Ms. Betty Mage	Vancouver Housing Authority
Ms. Jerry Olson	Clark County Home Builders

Ex Officio Member

Ms. Sue Sellers	Governor's Office State of Washington
-----------------	--

IRC Staff

Mr. Gilbert Mallery	Executive Director
---------------------	--------------------

* Executive Committee Member

Executive Committee: Ralph Kraus, Small Cities, Ron Hart, City of Vancouver, John Magnano, Clark County, Jim Kosterman, Special Purpose District, Jane Van Dyke, At-Large Representative, James Brown, Associate Member, Les Sonneson, At-Large Representative

COUNTY COORDINATING COMMITTEES RECEIVED APR 28 1989



CLACKAMAS COUNTY

Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

TO: CTCC Members
FROM: Gary Spanovich
DATE: April 26, 1989

NEXT MEETING: HAS BEEN SCHEDULED FOR Friday, May 12, 1989
9:00 A.M., Room I

<u>MEMBER</u>	<u>ALTERNATE</u>	<u>AGENCY</u>
Bill Adams	Paul Roger	Milwaukie
Bill Strawn	Bonnie Parker	Estacada
Steve Starner	Richard Drinkwater	Wilsonville
John Hawthorne	Ray Wikman	Oregon City
Jonathan Block	Ron Partch	Gladstone
Paul Haines	Jerry Baker	Lake Oswego
Rusty Klem	Roy Hester	Canby
Earl Reed	Jim Montgomery	West Linn
Jack Dunn	Dennis Cluff	Molalla
Mike Bye	James Robinett	Happy Valley
Mike Walker	Roy Huberd	Sandy
Wayne Schulte	Ted Spence	ODOT
Gary Spanovich	Ron Weinman	Clackamas County
Richard Dopp	Winston Kurth	Clackamas County

Copies to:

Ed Lindquist, JPACT Representative
Darlene Hooley, Commissioner
Dale Harlan, Commissioner
George Van Bergen, MSD Council, JPACT
Jon Egge, County TPAC Representative
Wade Byers, JPACT Representative
Tom Vanderzanden
Doug Van Dyke
Mike Swanson
Mike McKillip, Tualatin
Andy Cotugno, MSD
Jeff Goodling, Tri-Met
Claudia Harris, Tualatin
Mike Butts, West Linn
Ken Schmitz, Johnson City
Jim Long, Wilsonville
Bob Post, Tri-Met
Kit Whittaker, BCC Office
Clay Moorhead, Sandy
Don Adams, ODOT

**WASHINGTON COUNTY TRANSPORTATION COORDINATING COMMITTEE
 POLICY GROUP VOTING MEMBERS**

Howard Steinbach, Mayor City of Banks	John Ludlow, Mayor City of Wilsonville
Larry Cole, Mayor City of Beaverton	Commissioner Earl Blumenhauer City of Portland
Neal Knight City of Cornelius	Robert Tydeman, City Councilman City of Durham
Clifford Clark, Mayor City of Forest Grove	Alan Chavez, Council Member City of Sherwood
Fred Clagett, Mayor City of King City	Al Judah City of Hillsboro
Gary Marks City of Tualatin	Joe Kasten, Council Member City of Tigard
Eva Cullers, Mayor City of Gaston	Bonnie Hays, Washington County Board of County Commissioners
North Plains (vacant)	

* * * *Alternate Voting Members* * * *

<u>Banks</u>	<u>Gaston</u>
<u>Beaverton</u>	<u>Durham</u> Jeanne Percy
<u>Cornelius</u> Linda M. Finley	<u>Hillsboro</u> Al Coussens
<u>Forest Grove</u> Connie Fessler	<u>Portland</u> Member, Transportation Bureau
<u>King City</u> Maybelle DeMay	<u>Sherwood</u> Jim Rapp, City Manager
<u>Tigard</u>	<u>BCC, Washington County</u> Commissioner Roy Rogers
<u>North Plains</u> Eldon Walters	<u>Tualatin</u> Robert Haas
<u>Wilsonville</u> Bill Stark	<u>North Plains</u>

- - - NON-VOTING LIAISON MEMBERS - - -

Ted Spence Oregon Dept. of Transportation	Richard Devlin Metro Representative
Port of Portland	TriMet

Oregonian-East Metro Bureau
P.O. Box 1398
Gresham, OR 97030

City of Gresham
Helen Stonecypher
1333 NW Eastman Parkway
Gresham, OR 97030

Gresham Outlook
1200 NE Division
Gresham, OR 97030

Ms. Sharron Kelley
MSD Councillor
6920 SE Hogan Rd.
Gresham, OR 97030-9375

M Ms. Marjorie Schmunk
104 SE 40th
Troutdale, OR 97060

Marilyn Holstrom
City of Fairview
P.O. Box 337
Fairview, OR 97024

M Mr. Fred Carlson, Mayor
City of Fairview
P.O. Box 310
Fairview, OR 97024

Janis Collins
ODOT
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Andy Cotugno
Metro
2000 S.W. First
Portland, OR 97201-5398

Sheila Arthur
City of Wood Village
2055 NE 238th Dr.
Wood Village, OR 97060

Ted Spence
Oregon Dept. of Transp.
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Don Robertson
109 Ash Avenue
Wood Village, OR 97060

Jim McClure
Oregon Dept. of Transp.
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

M Mary Walker
905 NW Day Drive
Gresham, OR 97030

Dave Simpson
Oregon Dept. of Transp.
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

M Derald Ulmer, Mayor
City of Wood Village
2055 NE 238th Drive
Troutdale, OR 97060

Richard Ross
City of Gresham
1333 NW Eastman
Gresham, OR 97030

Sam Cox, Mayor
Troutdale City Hall
104 SE Kibling
Troutdale, OR 97060

Max Talbot
1708 SW 19th Court
Gresham, OR 97030

Gussie McRobert, Mayor
City of Gresham
1333 NW Eastman Ave.
Gresham, OR 97030

Greg Wilder
Troutdale City Hall
104 SE Kibling
Troutdale, OR 97060

Bill Stewart
23300 W. Arata #75
Wood Village, OR 97060

1795V-2/89 (0019V)

M = member

Diane Jones
City of Gresham
1333 NW Eastman
Gresham, OR 97030

Merrie Buel
Suite 250
500 NE Multnomah St.
Portland, OR 97232

Multnomah Cable Access
c/o Civic Calendar/Gary Ellis
Mt. Hood Community College
26000 SE Stark St.
Gresham, OR 97030

Also send to:

m — Comm. Anderson (#101/605)
Paul Yarborough (#412)
Larry Nicholas
Ramsey Weit (#101/606)
Martin Winch, (#101/605)

Susie Lahsene
Scott Pemble
Fred Neal (#101/134)
~~Comm. Casterline (#101/606)~~
Transportation Div. Central Files

1795V

Revised 2/89

M = member

ATTACHMENT H

TPAC BYLAWS

REVISED 10/28/82

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

BY-LAWS

ARTICLE I

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

ARTICLE II

PURPOSES

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

The responsibilities of TPAC with respect to transportation planning are:

- a. Review the Unified Work Program (UWP) and Prospectus for transportation planning.
- b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- c. Advise on the development of the Regional Transportation Plan and Transportation Improvement Program.
- d. Review projects and plans affecting regional transportation.
- e. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.
- f. Develop alternative transportation policies for consideration by JPACT and the Metro Council.
- g. Review local comprehensive plans for their transportation impacts and consistency with the Regional Transportation Plan.
- h. Recommend needs and opportunities for involving citizens in transportation matters.

The responsibilities of TPAC with respect to air quality planning are:

- a. Review and recommend project funding for controlling mobile sources of particulates, CO, HC and NOx.
- b. Review the analysis of travel, social, economic and environmental impacts of proposed transportation control measures.
- c. Review and provide advice (critique) on the proposed plan for meeting particulate standards as they relate to mobile sources.

ARTICLE III

MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

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

City of Portland	1
City of Vancouver	1
Clackamas County	1
Clark County	1
Multnomah County	1
Washington County	1
Clackamas County Cities	1
Multnomah County Cities	1
Washington County Cities	1
Oregon Department of Transportation	1
Washington State Department of Transportation	1
Regional Planning Council of Clark County	1
Port of Portland	1
Tri-Met	1
Department of Environmental Quality	1
Citizens	6

In addition, the Federal Highway Administration, Federal Aviation Administration (FAA), Urban Mass Transportation Administration (UMTA), and Washington Department of Environmental Quality may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

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

c. Alternates may be appointed to serve in the absence of the regular member. Citizen members shall not have alternates.

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

Section II. Appointment of Members and Alternates

a. Representatives (and alternates if desired) of the Counties, the City of Portland and implementing agency shall be appointed by the presiding executive of their jurisdiction/agency.

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

c. Citizen representatives, ^{11.} [?] nominated by the Regional Development Committee of the Metro Council, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council.

Section 3. Voting Privileges

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

b. The Chairperson shall have no vote.

Section 4. Meetings

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

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

Section 5. Conduct of Meetings

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

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

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

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

ARTICLE IV

OFFICERS AND DUTIES

Section 1. Officers

The permanent Chairperson of the Committee shall be the Metro Transportation Director.

Section 2. Duties

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

Section 4. Administrative Support

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

ARTICLE V

SUBCOMMITTEES

Four (4) permanent subcommittees of the Committee are established to oversee the major functional areas in the transportation planning process where specific products are required. These are:

1. Interagency Coordinating Committee (ICC) -- to guide systems analysis and subarea studies with regard to how these planning activities affect the major corridors and the Regional Transportation Plan; and
2. Transportation Improvement Program Subcommittee (TIP) -- to develop and update the five-year TIP, including the Annual Element; and
3. Rideshare.

Working groups may be established by the Chairperson as necessary upon request of the Committee. Membership composition shall be determined according to mission and need. All such committees shall report to the Transportation Policy Alternatives Committee.

ARTICLE VI

REPORTING PROCEDURES

The Committee shall make its reports and findings and recommendations to the Joint Policy Advisory Committee on Transportation (JPACT). The Committee shall develop and adopt

procedures which adequately notify affected jurisdictions on matters before the Committee.

ARTICLE VII

AMENDMENTS

These By-laws may be amended or repealed only by the Metropolitan Service District Council.

CWO/srb
6024A/79

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterer Vic Rhodes (alternate)
Multnomah County	Susie Lahsene Larry Nicholas (alternate)
Cities of Multnomah County	Richard Ross Greg Wilder (alternate)
Washington County	Frank Angelo Brent Curtis (alternate)
Cities of Washington County	Mike McKillip Wink Brooks (alternate)
Clackamas County	Gary Spanovich Tom VanderZanden (alternate)
Cities of Clackamas County	Paul Haines Bill Adams (alternate)
Tri-Met	Lee Hames Cynthia Weston (alternate)
Clark County	Dean Lookingbill Andrew Mortensen (alternate)
Oregon Department of Transportation	Ted Spence Wayne Schulte (alternate)
Washington State Department of Transportation	Keith Ahola Steve Jacobson (alternate) Walt Aldrich (alternate)
Federal Highway Administration	Fred Patron (alternate)
Port of Portland	Bebe Rucker Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	Jon Egge David Evans John Godsey, Jr. Nancy Ponzi Ron Roberts

Associate Members:

City of Vancouver
C-TRAN

ATTACHMENT I

LETTERS RECEIVED RELATING TO JPACT MEMBERSHIP



Department of Transportation
HIGHWAY DIVISION

Region I

9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090


April 4, 1989

In Reply Refer To
File No.:

MIKE RAGSDALE, Chairman
Joint Policy Advisory Committee on Transportation
Metropolitan Service District
2000 S.W. First Avenue
Portland, OR 97201

Subject: Review of Organization of JPACT

The Department of Transportation is interested in any revisions to the organizational structure of JPACT. It is critical that JPACT continue this outstanding consensus-building efforts in the region; however, I feel that it is time to review the relationships with the State of Washington to better integrate our efforts as well as assure ourselves that JPACT is addressing changing needs of the community. I would like to be involved the organizational committee now being established. Thank you for your consideration.



DONALD R. ADAMS, P.E.
Region Engineer

DRA:TS:po

cc: Andy Cotugno
Bob Bothman

City of Gresham

CITY OF GRESHAM

1333 N.W. Eastman Parkway
 Gresham, Oregon 97030-3825
 (503) 661-3000

March 10, 1989



Mayor
 Gussie McRobert

Councilors
 Edger Clawson
 Ernie Glusto
 Neil Malone
 Barbara Sullivan-Hoem
 Gary Walker
 Barbara Wiggin

MIKE RAGSDALE
 Chair, JPACT
 METRO
 200 SW 1ST AVE
 Portland, OR 97201

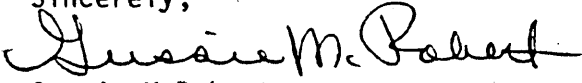
RE: JPACT REPRESENTATION

Dear Mike,

The proposal to add JPACT membership for C-TRAN has raised an issue of equitable JPACT representation on the Oregon side of the Columbia. JPACT representation is of great concern to the City of Gresham, METRO's second largest city. The City of Gresham and its residents are vitally involved in many regional transportation issues. As we have expressed to you and other East Multnomah County cities, we would like to investigate various options for direct Gresham representation on JPACT, before JPACT considers expanding its membership for C-TRAN.

Throughout the 1980's, as Gresham has experienced substantial growth, we have devoted increasing efforts and resources to transportation planning, in cooperation with the region. While Gresham is directly involved in regional projects which have major impacts on Gresham residents and the region (e.g. Mt. Hood Parkway, I-84 improvements, light rail implementation and Winmar Mall/ Project Breakeven), we are not directly represented on JPACT now. City staff has been actively serving our area on TPAC, but we are concerned that significant funding and regional planning decisions affecting Gresham are made at JPACT, without direct input from Gresham elected officials.

We would like the opportunity to discuss the options for direct Gresham JPACT representation with you, the Multnomah County cities, and other JPACT members within the next month before TPAC reviews this. We look forward to a cooperative dialogue on this issue with you and other METRO-area jurisdictions.

Sincerely,

 Gussie McRobert
 Mayor

GM/RR:sbe

CC: Mayor Sam Cox, Troutdale
 Mayor Derald Ulmer, Wood Village
 Mayor Fred Carlson, Fairview
 Councilor Marge Schmunk, Troutdale
 Commissioner Earl Blumenauer, Portland
 Commissioner Pauline Anderson, Multnomah County
 Councilor Sharron Kelley, METRO

RECEIVED JAN 17 1989



INTERGOVERNMENTAL

RESOURCE CENTER

1351 Officers' Row
Vancouver, Washington 98661
(206) 699-2361
Fax (206) 696-1847

Executive Director
Gilbert O. Mallery

January 10, 1989

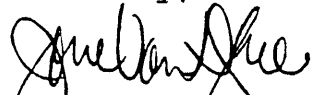
Mr. Mike Ragsdale, JPACT Chairman
METRO
2000 S.W. 1st Avenue
Portland, Oregon 97201

Dear Mr. Ragsdale:

The Intergovernmental Resource Center Board of Directors and the three current Clark County JPACT members support C-TRAN's request to have representation on JPACT. C-TRAN is the public transit operator in Clark County and their participation on JPACT would help to strengthen transit service planning and coordination in the region. In addition, as we look to the future and the possibility of light rail transit service connecting the Portland and Vancouver metropolitan areas, it is very important to have C-TRAN directly involved in the region-wide policy and decision making process. Our request is to have a representative from C-TRAN added to JPACT as a full voting member.

If you have any questions or need further information, please contact Gil Mallery, IRC Executive Director, at 699-2361. I will look forward to hearing from you.

Sincerely,



Jane Van Dyke
Chairperson

\sm

c: Gil Mallery, IRC
Transportation Policy Committee Members

7 RECEIVED MAY 10 1989



**Washington State
Department of Transportation**

District 4
4200 Main Street S-15
P.O. Box 1709
Vancouver, Washington 98668-1709
(206) 696-6461

Duane Berentson
Secretary of Transportation

May 9, 1989

JPACT
c/o Andrew C. Cutugno,
Transportation Director
METRO
2000 S.W. First Avenue
Portland, OR 97201-5398

RE: JPACT Membership Subcommittee

Dear JPACT Members:

Due to conflicts in my schedule I will be unable to attend the 11 May meeting of JPACT. However, I would like to express my interest and willingness to serve on the JPACT Membership Subcommittee that is to be formed at this meeting.

The interrelationships between the Washington and Oregon portions of the Portland-Vancouver metropolitan area emphasizes the role of the Washington State Department of Transportation as one of several different agencies responsible for implementing needed transportation improvements vital to the economic growth of the entire region. As one of the principle transportation link providers in the region, the WSDOT wants to contribute in bringing a bi-state perspective to the subcommittee deliberations regarding possible changes relating to the membership, charge and organization of JPACT.

Therefore, I am prepared to participate in the upcoming discussions regarding those very important issues.

If you have any questions, or desire additional information, please don't hesitate to call me at (206) 696-6621 in Vancouver.

Very truly yours,

A handwritten signature in cursive script, reading "Gary F. Demich".

GARY F. DEMICH, P.E.
District Administrator

GFD:mas

cc: Records Central

COMMITTEE MEETING TITLE JPACT

DATE 5-11-89

NAME	AFFILIATION
MA- <u>LARRY COLE</u>	<u>CITIES OF WASHINGTON COUNTY</u>
M- <u>Carl Blumenauer</u>	<u>Portland</u>
M- <u>Scott A. Collier</u>	<u>City of Vancouver</u>
M- <u>Donnie Hays</u>	<u>Washington County</u>
M- <u>Mike Rogsdale</u>	<u>METRO</u>
S- <u>Alodgen</u>	<u>Metro</u>
M- <u>Debbie Anderson</u>	<u>Multnomah County</u>
MA- <u>Don Clark</u>	<u>ODOT</u>
M- <u>Greg S. B...</u>	<u>Metro</u>
MA- <u>CARTER MACNICHO</u>	<u>PORT</u>
MA- <u>BOB POST</u>	<u>TRI-MET</u>
M- <u>JOHN C. MAGNANO</u>	<u>CLARK COUNTY COMMISSIONER</u>
M- <u>Do D...</u>	<u>Clackamas Co</u>
G- <u>TOM VANDERZANDEN</u>	<u>Clackamas Co.</u>
G- <u>Lee Hamer</u>	<u>TRI-MET</u>
S- <u>JAMES GIESEKING</u>	<u>METRO</u>
S- <u>Robert Hart</u>	<u>Metro</u>
G- <u>BILL ADAMS</u>	<u>CITY OF MILWAUKIE</u>
G- <u>Gil Mulder</u>	<u>Resonance Center</u>
G- <u>Jo White</u>	<u>C-Trans, Clark County</u>
G- <u>RICHARD ROSS</u>	<u>CITIES OF MOUNT. COUNTY</u>
G- <u>DOUG CAPPS</u>	<u>TRI-MET</u>
G- <u>Howard Harris</u>	<u>DEQ</u>

