

JPACT Work Session #4

- I. The transportation objectives of the region include a long-range vision and a 10-year step toward the vision, as follows:
 - A. The long-range vision for the region is to develop the transportation system to facilitate and promote economic development while preserving and improving the region's livability (see Attachment A).
 - B. The 10-year goal for regional transportation investment is the next step toward the long-range vision and is as follows:
 1. 10-year regional highway corridor priorities (not necessarily in priority order)
 - a. Sunset Highway (in conjunction with LRT)
 - b. I-5/I-84 to Fremont Bridge - Phases I and II
 - c. Tualatin-Hillsboro Corridor - Phase I
 - d. Sunrise Corridor - Phase I
 - e. I-84/181st to U.S. 26 Connector
 - f. I-84/U.S. 26 Connector - through Gresham - Phase I
 - g. Highway 217 - Phase I
 - h. I-5/Highway 217
 - i. I-5/I-405 loop reconnaissance
 - j. Various regional corridor interchange improvements
 2. Regional transit corridors
 - a. Sunset LRT - initiate P.E. on No. 1 regional priority; pursue UMTA Section 3 Discretionary funding.
 - b. I-205 LRT - initiate P.E. concurrent with Sunset LRT without Section 3 Discretionary funds.
 - c. Milwaukie LRT - initiate P.E. as soon as allowable; next priority after Sunset LRT for UMTA Section 3 Discretionary.
 3. Urban Arterials -- fund city/county/state arterial improvements needed to correct transportation deficiencies expected in the next 10 years.
 4. Transit Service -- fully fund the capital requirements of the TDP in order to ensure existing service can be maintained -- and -- begin implementation of transit service expansion called for in the RTP to include increased operating funds for extension of service into growth areas and LRT operations; implement required capital improvements to support service expansion, including bus replacement and expansion, needed transit

stations, park-and-ride lots, traffic operations improvements, the north mall extension and passenger transfer improvements.

- II. 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 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 "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.
- III. The strategies for implementing the 10-year program will include the following:
 - A. Establish federal strategies for implementing the 10-year goal, to include the following:
 - 1. ODOT should seek annual funding reallocations to advance Metro area projects.
 - 2. UMTA Discretionary funding will be sought for the Sunset LRT; for Milwaukie LRT thereafter.
 - 3. Identify key highway improvements for Congressional Discretionary funding.
 - 4. Pursue reauthorization of the Surface Transportation Act to increase funding for highways and transit.
 - 5. Seek FAA funding for I-205.
 - 6. Withdraw the I-205 bus lanes for LRT.

- B. Establish state strategies for implementing the 10-year goal, to include the following:
1. ODOT Six-Year Highway Improvement Program:
 - a. Prioritize Interstate Improvements.
 - b. Prioritize State Modernization Improvements.
(Decide whether to emphasize key regional corridors or all ODOT corridors and arterials.)
 2. Continue to pursue state legislation to increase the state Highway Trust Fund to meet state and local needs and inflation.
 3. Pursue state legislation needed to establish an Urban Arterial Program, including consideration of a statewide Urban Arterial Program, regional vehicle registration fee authority and/or regional gas tax authority.
 4. Define the state interest and role in transit finance.
 - a. Continue partial state match on routine transit capital.
 - b. Continue funding for Special Needs Transportation; consider an increase in cigarette tax.
 - c. Continue state in lieu of payroll tax.
 - d. Consider state funding for regional corridor (i.e., Sunset LRT, Milwaukie LRT) capital and operating costs.
 5. Consider changes in Tri-Met taxing authority, such as the proposed payroll/wage tax and/or payroll tax on local government.
- C. Establish regional strategies for implementing the 10-year goal, to include the following:
1. Establish an Urban Arterial Fund for:
 - a. city/county arterials;
 - b. ODOT improvements (partial funding toward regional corridors and/or ODOT arterials); and
 - c. consider bonding to accelerate needed improvements.
 2. Pursue regional transit capital funding for LRT.

3. Pursue regional transit funding for LRT operations and service expansion before beginning implementation of LRT facilities and/or service expansion.
 4. Allocate Interstate Transfer funds.
 5. Allocate FAU funds; establish a strategy for future FAU allocation.
 6. Allocate Section 3 Trade funds.
 7. Allocate excess Banfield LRT funding.
- D. Establish private funding strategies for implementing the 10-year goal, to include the following:
1. Continue pursuing private mechanisms for road improvements.
 2. Pursue private mechanisms for transit capital and operations.
- IV. Upon conclusion of this meeting, a "work program" of follow-up activities will be defined to specify issues to be dealt with further, schedules for subsequent decisions and responsibility.

AC/sm
8308C/516
10/23/87

ATTACHMENT A

REGIONAL TRANSPORTATION PLAN -- VISION

- I. Encourage and facilitate economic growth of the Portland region
Economic growth of the region is necessary for the viability of the region and state. Investment in transportation improvements is needed to both promote and facilitate development. Local comprehensive plans are in place providing development capacity for a 90 percent increase in employment and a 72 percent increase in population. Provision of other essential public services and infrastructure is progressing.
- II. Protect the quality of life for residents of the region
The region should pursue economic growth but avoid the excessive traffic problems and degradation of livability common to major growth areas. Excessive traffic degradation from today's condition, leading to the loss of accessibility to job centers, intrusion of traffic into neighborhoods and increased air pollution, should be avoided. Serious traffic congestion areas that presently exist should be corrected.
- III. Improve the network of regional transportation corridors
Radial and circumferential transportation corridors should be improved to maintain accessibility into, across and through the region. Necessary highway improvements should be constructed to maintain adequate mobility in the regional corridors. In combination with selective highway improvements in the radial corridors, transit service should be expanded; development of a MAX system should be pursued throughout the region to minimize highway construction requirements and to foster development opportunities.
- IV. Extend and improve the Urban Arterial System
Circulation within the region should be accommodated through road improvements to provide access into development areas and support the regional corridors.

V. Extend transit service
into urbanizing parts of

Transit service should be provided to growth areas as urban densities are developed to provide access to the regional transit corridors and to provide mobility for those that are unable to use the private auto.

8308C/516
10/22/87

COMMITTEE MEETING TITLE Special JPACT Worksession

DATE 10-26-87 — 3pm

NAME

AFFILIATION

NAME	AFFILIATION
S- <u>Andy Cotugno</u>	<u>Metro</u>
M- <u>LLOYD ANDERSON</u>	<u>PORT OR FORESTLAND</u>
M- <u>RICHARD WAKER</u>	<u>METRO</u>
M- <u>Gail Bunnauer</u>	<u>Portland</u>
M- <u>Ed P. Dreyer</u>	<u>Clackamas Co.</u>
MA- <u>ELDON EDWARDS</u>	<u>CLACK Co. CITIES.</u>
M- <u>Larry Cooper.</u>	<u>Metro</u>
M- <u>Majorie A. Schunk</u>	<u>City of Mult Co.</u>
M- <u>Pauline Anderson</u>	<u>Multnomah Co.</u>
M- <u>George Dan Bengen</u>	<u>metro.</u>
M- <u>Donnie Hays</u>	<u>Washington County</u>
M- <u>Tom Brian</u>	<u>Cities of " " (Region)</u>
M- <u>Janet Allison</u>	<u>Tri Met</u>
M- <u>Bob Johnson</u>	<u>ODOT</u>
EO <u>Steve Curran</u>	<u>Metro</u>
G- <u>Mike McKillip</u>	<u>Translation</u>
G- <u>John Seay</u>	<u>ODOT</u>
G- <u>Mike Miller</u>	<u>ODOT</u>
G- <u>Ramsay Weit</u>	<u>MULT County</u>
G- <u>Susie Johnson</u>	<u>MULTCO.</u>
G- <u>MARTIN W. NICH</u>	<u>MULT CITY</u>
G- <u>Rick Root</u>	<u>City of Beaverton</u>
G- <u>RICHARD ROSS</u>	<u>CITIES OF EAST MULTNOMAH Co.</u>

COMMITTEE MEETING TITLE Special TRACT Worksession

DATE 10-26-87 3pm

NAME

AFFILIATION

✓ G- Bruce Warner	WASH. Co.
✓ G- Wink Brooks	City of Hillsboro
✓ S- James Gieseking	METRO
✓ G- Felicia Trader	CITY OF PORTLAND
✓ G- Don Gapps	TRI-MET
✓ G- Rossy Furrow	EAST MULTNOMAH COUNTY ECONOMIC DEVELOPMENT COMM.
✓ S- Richard Brandman	metro
✓ G- Bob Stacey	City of Portland
✓ G- GB Arrington	TRI-MET
✓ G- Lee James	TRI-MET
✓ G- Bob Post	" "
✓ G- Eleanor Roosevelt (alias Grace C.)	Pdx
✓ G- Frank Hughes	Washington Co.
✓ G- Gary Spanovich	Clackamas County
✓ G- Cherie McGinnis	San. Kennemore's office
✓ G- Stewart Rogers (Robert Rogers)	Portland Chamber of Com.
✓ G- James Cowen	Tri-Met
✓ M- Fred Hansen	DEQ
✓ G- Pebe Rucker	Port of Portland
✓ S- Vickie Rucker	Metro
✓ G- Dick Feeney	Tri-Met
✓ G- Dan Seeman	TRC of Clark Co
✓ G- Denny Moore	Pub. Transit, ODOT