

Draft Letter #2—Long-Term Transportation Agenda

To the Members of the 73rd Oregon Legislative Assembly:

In January, Metro Council President David Bragdon wrote to the Governor and the leadership of the Legislature, on behalf of the local governments of the Portland region and the Joint Policy Advisory Committee on Transportation (JPACT), expressing the region's strong support for increased investment in Oregon's transportation system. In addition to supporting the passage of the Governor's *ConnectOregon* multimodal transportation package, his letter urged the Legislature to make additional investments in the operation, maintenance and improvement of city, county and state roads.

We have written separately to once again urge the passage of *ConnectOregon*. However, enactment of that multimodal package is only the first step. For Oregon to remain competitive in the global economy, it is vitally important that we develop a *long-term* strategy for investing in the state's transportation infrastructure, including our state and local roads.

The passage of the OTIA packages in 2001 and 2003 were welcome developments for which the region remains grateful. However, those achievements followed a decade in which Oregon's population, vehicle miles traveled, registered automobiles and freight volumes all dramatically increased, while the purchasing power of the gas tax, which was last increased by the 1991 Legislature, declined significantly. Oregon continues to fall behind our neighbors in providing the infrastructure needed to compete in the 21st century; for example, only last month, the Washington Legislature passed an \$8.5 billion package of transportation investments.

With this in mind, JPACT urges the Governor, the Legislature and the Oregon Transportation Commission to commit to working with the business community, other stakeholders, and especially local governments early in the interim period for the purpose of developing a comprehensive transportation package for submission to the 2007 Legislature, as well as a long-term strategy for investment in Oregon's transportation infrastructure.

In addition, while the passage of legislation identifying new revenues for roads seems unlikely at this late date in the current session, it is possible that some OTIA bridge repair funds may become available for reallocation. JPACT supports dedicating any unused funds to the OTC's current list of Projects of Statewide Significance and to [freight][other] projects that have been evaluated through a public process, as suggested in House Bill 3415.

A well-funded transportation system, in the Portland region and across the state, is an essential factor underlying the economic health of our state and the livability of our communities. As always, JPACT stands ready to work with you to support the investments needed to keep Oregon moving.

Sincerely,

**PROPOSED AMENDMENTS TO
HOUSE BILL 3415**

1 Delete lines 4 through 12 of the printed bill and insert:

2 **“SECTION 1. (1) If the Department of Transportation does not need**
3 **the total \$1.3 billion in bond proceeds authorized by section 10 (1),**
4 **chapter 618, Oregon Laws 2003, for replacement and repair of the**
5 **bridges described in subsection (2) of this section, the department shall**
6 **use the proceeds not needed for the bridges as follows:**

7 **“(a) Seventy-five percent for highway projects of statewide signif-**
8 **icance that are on the list adopted by the Oregon Transportation**
9 **Commission in May 2002; and**

10 **“(b) Twenty-five percent for freight projects that the Freight Advi-**
11 **sory Committee considered under section 11 (1)(a), chapter 618, Oregon**
12 **Laws 2003.**

13 **“(2) The bridges for which the bond proceeds described in subsection**
14 **(1) of this section may be used are those bridges identified on the**
15 **document issued by the Department of Transportation titled ‘Oregon**
16 **Transportation Investment Act, State Bridge Projects, Summary of**
17 **Progress on Bridges in Stages 1-5,’ and dated January 2005.”.**

**Joint Policy Advisory
Committee on Transportation**

Rex Burkholder, Chair
Metro Councilor
Rod Park, Vice Chair
Metro Councilor
Sam Adams
Commissioner
City of Portland
Rob Drake
Mayor, City of Beaverton
Cities of Washington County
Mathew Garrett
Region 1 Manager
Oregon Department of
Transportation
Stephanie Hallock
Director
Oregon Department of
Environmental Quality
Fred Hansen
General Manager
TriMet
Bill Kennemer
Commissioner
Clackamas County
Brian Newman
Metro Councilor
Steve Owens
Councilor, City of Fairview
Cities of Multnomah County
Lynn Peterson
Councilor, City of Lake Oswego
Cities of Clackamas County
Royce Pollard
Mayor
City of Vancouver, WA
Roy Rogers
Commissioner
Washington County
Maria Rojo de Steffey
Commissioner
Multnomah County
Steve Stuart
Commissioner
Clark County, WA
Don Wagner
District Administrator
Washington State Department
of Transportation
Bill Wyatt
Executive Director
Port of Portland

Draft Letter #1: *ConnectOregon*

Date

Joint Policy Advisory Committee on Transportation
XXX

Re: SB 71, *ConnectOregon*

Dear Members of the 73rd Legislative Assembly:

We are writing to lend our strong support to the *ConnectOregon* proposal currently under consideration by the Legislature. A well-funded multimodal transportation system is vital to Oregon's continued economic recovery, and this initiative will complement the state's previous highway and bridge investments.

The Portland area's role as a transportation hub for the state and the Northwest, where roads, rail, air and marine services and facilities converge, makes improvements in the region's transportation infrastructure especially critical to Oregon's economy. Moreover, our nationally recognized public transit network requires ongoing investment so our growing region can continue to realize the economic, environmental and community benefits it provides.

For these reasons, the Joint Policy Advisory Committee on Transportation (JPACT) supports Senate Bill 71, the *ConnectOregon* multimodal transportation funding package, and urges its prompt passage. In supporting SB 71, we would like to highlight a few points:

- Public transit is an essential element of a multimodal transportation system. JPACT's support of SB 71 is contingent on the inclusion of public transit projects as eligible recipients of distributions from the Multimodal Transportation Fund created by the bill.
- SB 71 currently calls for a combination of grants and loans. We anticipate very few instances in which loans will be used to develop significant transportation projects. We would urge you to focus SB 71 on grants or to increase the \$100 million cap.

- The amended bill also requires the Oregon Transportation Commission to allocate at least 15%, but not more than 30%, of the available funds to each congressional district. We would urge you to leave the allocations to the discretion of the Commission so that projects could be evaluated solely on their merit and overall benefit to the state.

Thank you for this opportunity to offer our support for a multimodal transportation package. We look forward to working with you as SB 71 moves through the legislative process.

Sincerely,

XXX

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

March 24, 2005

Continuation of March 17, 2005 Meeting

MEMBERS PRESENT

AFFILIATION

Chair Rex Burkholder	Metro Council
Vice-Chair Rod Park	Metro Council
Rob Drake	City of Beaverton, representing Cities of Washington County
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Don Wagner	Washington State Department of Transportation (WSDOT)
Steve Stuart	Clark County
Bill Wyatt	Port of Portland
Brian Newman	Metro Council
Bill Kennemer	Clackamas County
Fred Hansen	TriMet
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Sam Adams	City of Portland

MEMBERS ABSENT

AFFILIATION

Matt Garrett	Oregon Department of Transportation (ODOT)
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Steve Owen	City of Fairview, representing Cities of Multnomah County
Royce Pollard	City of Vancouver

ALTERNATES PRESENT

AFFILIATION

Susie Lahsene	Port of Portland
James Bernard	City of Milwaukie
Councilor Dave Shields	City of Gresham, representing Cities of Multnomah County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Robin McArthur	Oregon Department of Transportation (ODOT)

GUESTS PRESENT

AFFILIATION

Patrick Flanagan	Tualatin Hills Parks and Recreation District (THPRD)
Mark Garrity	Washington State Department of Transportation (WSDOT)
Ed Abrahamson	Multnomah County
Shelly Romero	Multnomah County
Karen Schilling	Multnomah County
Ron Papsdorf	City of Gresham
Walter Valenta	Interstate URA/Bridgeton
Kathy Busse	Washington County

Laurel Wentworth	City of Portland
Gregg Everhart	Portland Parks and Recreation
Tom Miller	City of Portland
Robert Liberty	Metro Council
Scott Bricker	Citizen
Dick Schouten	Washington County
Nancy Kraushaar	City of Oregon City
Alice Norris	City of Oregon City
Olivia Clark	TriMet
Phil Selinger	TriMet
John Rist	Clackamas County
Kay Deutsche	Neighbor of Multnomah County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Jim Bernard	City of Milwaukie
Jef Dalin	City of Cornelius
Kathie Eastman	State Representative Earl Blumenauer's Office
Robin Katz	Port of Portland
Laura Oppenheimer	The Oregonian
Jonathan Schlueter	Westside Economic Alliance
Mark Williams	Oregon Health and Science University (OHSU)

STAFF PRESENT

Andy Cotugno	Ted Leybold	Kathryn Schutte	Richard Brandman
John Mermin	Karen Kane	Tom Kloster	Amelia Porterfield
Amy Rose			

I. CALL TO ORDER, DECLARATION OF A QUORUM AND INTRODUCTIONS

Chair Rex Burkholder called the meeting to order and declared a quorum at 7:22 a.m.

II. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

A citizen was concerned after approving the base program last week that the committee had managed to take out the number one trail property.

III. RESOLUTION NO. 05-3529 PRIORITIES 2006-09 FINAL DECISION (100% PROJECT ALLOCATION)

Councilor Rod Park went over the MTIP Proposal worksheet (included as part of this meeting record).

Mr. Fred Hansen thought there were two proposals 1) get Part 1 & 2 to balance and 2) Sam Adams had proposed the idea of a \$5 million bucket to program as a contingent commitment to projects subject to receipt of sufficient funds.

Mr. Fred Hansen was concerned that if there is money, and the project isn't in this category, the committee won't be ready to do anything with it.

Mr. Andy Cotugno stated if we do what is on the MTIP Proposal sheet and end up having more money, the more money on the table adds to what is allocated next time. The federal agencies require a three-year program and any over programming we do is included in the fourth year. With this being a four-year plan, next time the committee will have the ability to program a windfall if there is one.

Mr. Fred Hansen suggested the committee could do it now and go through conformity with some money in the bucket, making a determination, or wait to see if there is extra money. Fred Hansen mentioned he would rather do more now, as opposed to later.

Commissioner Sam Adams brought up that the committee discussed doing a \$5 million bucket and did not understand why this meeting isn't starting on that foot.

Councilor Rod Park pointed out that it is up to the committee to approve the proposal on the table.

Councilor Brian Newman asked for clarification that the contingency, if there is one, is just on the chance the committee has more money later this spring once the federal legislation has been adopted; the projects are not prioritized and everything starts from scratch with the exception of South Corridor, Washington Commuter Rail and North Macadam access.

Councilor Rod Park agreed that was correct.

Mr. Andy Cotugno pointed out the committee needs to be explicit about what they are adopting.

Councilor Lynn Peterson made a motion to approve Parts 1 and 2, as shown, and Mayor Rob Drake seconded the motion.

Part 1: No Net Increase to Base Program

Approved by JPACT on March 17

Portland trade part of Cully Blvd. for Eastside Streetcar	-\$1.000 \$1.000
Reduce Ledbetter for Capitol Highway	-\$0.100 \$0.100
Portland drop from Lombard/Slough Bridge for Capitol Highway	-\$0.210 \$0.210
Clackamas County authorized to transfer funds from Trolley Trail to 172nd Avenue	-\$0.742 \$0.742
Subtotal Base Program	\$56.908 Million

Part 2: Further Amendments to Base Program

Increase 172nd Avenue	\$2.000
Add to Ledbetter	\$1.000
Add to Sellwood Bridge	\$0.500
Add Powerline Trail	\$0.600
Add Beaverton Hillsdale/Scholls/Oleson	\$1.000
Drop Springwater Trail	-\$1.629
Add Amtrak Station	\$0.900
Add Cleveland Avenue - Gresham	\$1.000
Subtotal Base Program (Target=\$62.2 million)	<u>\$62.279 Million</u>

Councilor Lynn Peterson moved a motion to amend the previous motion to include Part 3 as Contingent Commitments (as shown) and Mayor Rob Drake seconded the motion.

Part 3: Contingent Commitments Recommended for Approval (pending bill adoption)

Springwater Trail	\$1.629
Cornelius - 10th Avenue	\$0.837
Gateway TOD	\$0.500
Increase Amtrak Station	\$0.250
Increase Cleveland Avenue – Gresham	\$0.540
Subtotal	<u>\$3.756 Million</u>

Commissioner Roy Rogers commented the larger jurisdictions are fighting with a very small amount of money. He pointed out that Washington County is 24 percent of the population and it would be very difficult to support any of the package if Cornelius is not involved in the discussion. He stated the City of Portland has been well taken care of in the package and if Washington County is prioritized any lower than they are already, it would be very difficult for them to approve.

ACTION TAKEN: Commissioner Sam Adams requested a friendly amendment and Councilor Lynn Peterson seconded the amendment to say Cornelius Project will be approved as the first contingent commitment and after action is taken, the committee will deal with additional contingent commitments. The motion passed.

Mr. Fred Hansen mentioned that whether or not Cornelius is part of the motion, it would happen. He doesn't think there is any reason to go to the full \$5 million bucket. He is concerned with Gateway TOD. If there is a majority of votes, the project should be included.

Chair Rex Burkholder reminded everyone the motion on the floor is the original motion to adopt Base Program Parts 1 and 2 and a friendly amendment to include Cornelius as the first

Contingent Commitment with a discussion to take place adding up to \$5 million in a contingent bucket.

ACTION TAKEN: Mayor Rob Drake withdrew his second on the motion to amend the motion to include Part 3.

ACTION TAKEN: Commissioner Roy Rogers requested an amendment to the motion and Mayor Rob Drake seconded to include Cornelius project in the Base Program Part 2 with the understanding that the Cornelius Project is funded last, if the funding amount allows. If there isn't funding, the committee will start over with the next MTIP process. The motion passed.

ACTION TAKEN: Commissioner Sam Adams moved and Councilor Brian Newman seconded to substitute the Cully Boulevard project for the Springwater Trail project, resulting in the Springwater Trail project being retained in the base program at \$1.457 million, and Cully Boulevard being dropped from the base program. Commissioner Sam Adams committed that Portland would use city funds to fund the Cully Boulevard project. The motion passed.

Councilor Dave Shields moved and Commissioner Maria Rojo de Steffey seconded to transfer \$540,000 off the MAX Multi-use Path, to the Cleveland Avenue project. He indicated that the portion of the Max Multi-use Path would not be completed and the city would seek the project through the next MTIP process.

Councilor Brian Newman pointed out the MAX Multi-use Path would be going from a 2.3 to 1.0 mile project and would therefore affect the region's ability to meet the air quality target.

Mr. Fred Hansen mentioned that if the committee would be taking money out of a pedestrian/multi-purpose trail for a road project, he would most likely not vote for it because they would not be substituting money, but coming back for more money later.

Councilor Dave Shields pointed out that they would be adding bike trails, sidewalks, but not lanes, which currently are not in Cleveland.

Mr. Ted Leybold stated in terms of meeting requirements to the air quality plan, the committee can only count miles that are in bike lanes and not included in a routine construction project. However, the mileage that has been provided will still meet the overall objective.

Councilor Rod Park expressed concern that the city was applying for funds, being awarded funds, then transferring funds, and then coming back for funds in next MTIP process.

Councilor Dave Shields stated the proposal shows they have moved money around without making extensive commitments. He is receiving pressure about whether he will come back for more money, which puts him in awkward position.

Chair Rex Burkholder pointed out Clackamas County was asked to commit funds, along with the City of Portland for the projects they are proposed to transfer funds off of. He stated the

committee could make shifts if the jurisdiction has other money to accomplish the task that was previously awarded money.

Mr. Dick Pedersen expressed concern that after the committee starts chipping away at the 40 percent, then the 40 percent gets lower and felt the criteria might be changing as the committee makes it's way thru this process.

Councilor Brian Newman stated he did not see a problem moving money, yet he feels nervous about "bait and switch". If the jurisdictions do not make a commitment to fund the project, they will come back to the committee.

Commissioner Maria Rojo de Steffey mentioned when the committee first started, they said jurisdictions could come back and ask to switch projects. She does not remember commitments from jurisdictions to switch funds from their side.

Commissioner Steve Stuart asked what the result would be with funding the project at \$1 million as opposed to \$1.54 million.

Councilor Dave Shields replied the project would not be accomplished, it ties the whole region into the regional center, creating a situation that has not been used in the past. He mentioned if you make switches, then you have to make a commitment, therefore he would withdraw his motion, asking in return that the Cleveland Avenue project moves up in the contingency plan.

ACTION TAKEN: Councilor Dave Shields withdrew his motion.

Commissioner Bill Kennemer moved and Councilor Lynn Peterson seconded to amend footnote #1 as follows "Funds are allocated to the Trolley Trail but may be transferred to the 172nd project if an alternate funding source for Segments 5 and 6 is committed. If the intended sewer project does not happen in a timely manner Clackamas County will pursue other county, regional, state or federal funds to finance this priority trail project."

Mr. Andy Cotugno clarified the footnote says money will stay on the Trolley Trail project, but provided terms for which it can be transferred off of the project.

Commissioner Bill Kennemer stated his intent is broader than that and indicated his intention is to transfer money off of the Trolley Trail and on to 172nd.

Ms. Robin McArthur expressed confusion about what the amendment does and what the intent is.

Commissioner Bill Kennemer replied the intent is to put money on 172nd and will make every attempt to fund the Trolley Trail project.

Commissioner Maria Rojo de Steffey pointed out that that was what Mr. Councilor Dave Shields was trying to do with his amendment.

Chair Rex Burkholder clarified by saying money was dedicated to the Trolley Trail, but if money is available, than it can go to the 172nd project.

ACTION TAKEN: Commissioner Bill Kennemer withdrew his motion, stating the footnote did not allow for what he was seeking. He made a new motion to transfer the money off of the Trolley Trail project and onto the 172nd project, with county commitment to seek other federal, state, regional, and local funds for trolley trail. Motion died for lack of a second to the motion.

ACTION TAKEN: Commissioner Sam Adams moved to amend motion and Councilor Rod Park seconded to transfer \$220,000 from Springwater Trail project, resulting in its funding being reduced from \$1.457 million to \$1.237 million. Transfer funds to Capital Highway, increasing funds to \$530,000. Commissioner Sam Adams committed the city would provide local funds to complete the Springwater Trail project. The motion passed.

ACTION TAKEN: Commissioner Bill Kennemer moved to amend footnote and Councilor Lynn Peterson seconded to include previous language and if they find money for the Trolley Trail project, then they can move money to 172nd. The motion passed.

ACTION TAKEN: Councilor Dave Shields made a motion and Commissioner Maria Rojo de Steffey seconded to remove footnote on Cleveland Avenue to allow funds to be used on the full project, not just a portion in the regional center as long as portion of the regional center has been completed. The motion passed.

Mr. Andy Cotugno recapped all of the amendments to the main motion that were approved as follows:

Springwater Trail	\$ 1.237	Million
Trolley Trail	\$ 0.742	Million
Powerline Trail	\$ 0.600	Million
Capitol Highway	\$ 0.530	Million
S. Metro Amtrak Station	\$ 0.900	Million
Beaverton-Hillsdale Highway	\$ 1.000	Million
S.E. 172 nd	\$ 2.000	Million
Cornelius – 10 th Avenue	\$ 0.837	Million
Cleveland Avenuen	\$ 1.000	Million
N. Ledbetter ext	\$ 1.800	Million
Sellwood Bridge	\$ 2.000	Million
N.E. Cully Boulevard	\$ 0.000	Million

ACTION TAKEN: Chair Rex Burkholder asked members to vote for the main motion, Resolution No. 05-3529, as amended. The motion passed.

JPACT provided direction to TPAC to develop a recommendation for up to \$5.0 million of prioritized contingent commitments (inclusive of the \$.837 million contingent commitment to the Cornelius 10th Avenue project) in the event an increased funding level is available through the reauthorization of TEA-21. The recommendation should first be limited to consideration from among the following projects:

1. Increase the allocation to the Amtrak Station by \$.25 million
2. Increase the allocation to SE Cleveland Avenue by \$.54 million
3. Increase the allocation to the Marine Drive Bike lanes by \$.685
4. Allocate funds toward the Willamette Shore Preliminary Engineering and/or the Milwaukie EIS by \$.6 million
5. Allocate to the Wood Village Blvd. project \$.45 million

A limited amount above these may be considered by TPAC from the original Options A and B recommended by TPAC.

IV. ADJOURN

As there was no further business, Chair Rex Burkholder adjourned the meeting at 8:59am

Respectfully submitted,

Melanie Briggs
Recording Secretary

5.12.05 JPACT meeting minutes

Guests: Check sign-in sheet (Phil Selinger, Tom Markg., John Rist, Randy Tucker, Richard Brandman,

Attendees (mbrs/alts): Doug Ficco, Matt Garrett, Dick Pedersen, Andy Cotugno, Lynn Peterson, Rex Burkholder, Royce Pollard, Maria Rojo de Steffey, Dave Shields, Rob Drake, Olivia Clark (alternate), Bill Kennemer, Roy Rogers, Rod Park

Mr. Burkholder asked the committee about starting the meeting at 7:30; now we have the JPACT finance committee as we will have the second chance a month to discuss. Now on we will move meeting to 7:30am

Minutes: Pederson seconded; unanimously approved.

Rod Park: JPACT financereport; met two weeks ago. Wanted to verify that the limited scope of what the committee wanted to look at. First meeting broad discussion; got legislative session going on and what pieces do we want to get into that; also looking at the potential addressing the issue of what is going on in Washington with 8.5bill to set things in motion so that we position ourselves for the next legislative session; the TRI county lobby group; on radio this am; there is an attempt to refer the gas tax; interesting read out of the voters of the; Jay Waldron was there on behalf of the port tying into the other committee; other piece is the pba being conducted the economic study; economic impacts of transportation investment study – private public partnership ECO TRANS. That report conducting interviews now report will be finished in July; useful. Richard: conducting interviews with 16 firms in area; will layer with economic analysis of how those industries are impacted with the state of the transportation system; comparative analysis of amount of transportation affects us competitively; findings: on westside; warehousing and distribution will no longer gravitate to the westside due to distance; traffic to airport. Finding strong impact on the bottomline of operations because of transportation; shifts in work schedules which are impacting employees increasing cost of operation because of having to change work schedules. Rod: doesn't seem to be a connection particular group with trans focus no perspective: Intel shifted production by two hours to reach airport equates to significant \$. Should be getting legislative assignments soon.

Randy: Legislative Update: last time discussed a proposal and distributing assignments. Lobbyist conferred went to JPACT finance that the JPACT prepare a letter; which became 2 and then to follow up with meetings, ODOT and Governor's office:

A – support connect Oregon with conditions

B – kickstart process for looking for a proposal for next session

One development in legislature: verbage House Bill 3415; we discussed as one of the recommendations that in the letter we should support something along these lines; support a list of projects through some vetting process

Susie LaHsene, Steve Stuart

Second to last paragraph of ltr2. Determine exactly who receives and signs the ltrs;
#2: sent on behalf of region to governeroj cc: legislation leadership signed by bragdon;
recommends that they be put on j pact ltrhead and signed by rex and other signer/cosigner

Rex: Draft #2: supporting house letter HB in whole; talk about other projects; freight in dollars
COMMENTS? Do you feel comfortable with the direction the bill is going?
BRIAN NEWMAN; BILL Kenn: I would encourage us to look at the freight language ; we came to the game late; if you put other in; you confuse the message; we are interested in HB; Considering we didn't t I Doing well, introduce a complecated issue; Garrett: the operation and maintenace in first letter; not mentioned here; note: read ery first word IF; don't spend money now; Last sent of first paragraph; that could be carried through below
REX: attach other letter; RANDY: mentioning that the proposal we attached to january ltre has been endorsed by other 5 mpos in state, include along with resolutions? Olivia: second to last paragraph; JPACT supports dedication any unprogramed funds. TUCK: bill says not needed. GARR: bill is reallocating money from bridges. Burkholder: support bill and keep freight in? Yes; Who should send? Rogers, Steeffey agrees on j pact ltrhead and signed by rex. Also include it is supported by mpos; TUCKER send to every membr of legislature; and governors have copy.

#1: came out of j pact fin mtg : region support for connect oregon , over the course of session move to reduce the portion of the connect oregon that goes to grants and give to loans; not useful 3, effort to allocate \$ by congressional district isn't conducive to projects based on overall merit etc (3 points making) Burkholder: No comments will send on.

Jim Whitty: Presentation : interested in what you have out on the street. Where are we with those projects: Legislature passed bill in 03 to create new way of procurement for odot; outside of preoc law; enables us to do some createive gthings with the private sector very early at conceptual stage; outside the low bid process; competition to be done creatively; received letter from the federal hwy admin approving process; allows ust o have a competition based on on: and select a firm to defelop the project up to the point of delivery. The price is determined by the. First Phase: devlop contract with private firm. Program does not change obligation of the state of rdeveloper to follow planning; environmental landuse laws; at stage 2 when financing/funding plan is delivered successfully a privat firm is able to go to negotiations in development. For region 1: last fall under pressure of legislative requirement to deliver sometihng in theinterim; went into a uqick process; asked for prjects to be nominated; had 15 industry comment; predetermined criteria; several projects on list and director hose 3 to go to commission; newberg dundee; commission approved list to go forward to solisation on Jan 20th release rfp on jan 29 120 ; end date august 29th; then engage in an evaluation process; Evaluations at the highest level of odot; then to otc for approval. Odot must consult with loval govts mpo etc on projects; consultation will occur oon the basis of the executive summary; Have asked them to prepare a relaease inexecutive summary; REX Questions: Brian Newman; once financing plan submitted and go into implementation plan; what is the public procsss for the community? Wh: the predevelopmetn contract the process public involded in commisison approvals, in rfp written in Lynn Peterson: the I205 S:

if this is a private pub ptnsrship with collection of tolls? WH: not predetermine there will be tolls? LP: how can we do on half a facility? WH: the private firm could propose an investigation of a larger resolution other than the public statement; we want their creativity to look at the solution; BILL KENN: thank ou jim and odot; we went and spoke on behalf of the sunrise; it is amazing on how wide open it was; one obvious option is tolling; you could help participate in the exits etc.. Large range of projects. WH: the private firms could propose a 1,2, or all; no requirement that they be linked or only choose one; KENN: I think the three projects are remarkably different; With dundde clearly tolling is an issue – TOM KLOSTER ENTER- but tolling could be done. ROY ROGERS: where is the public money coming from? WH: we are not proposing any public money involvement at this stage although we suspect there will be; we want local value; local user fees; to pull out the the project first 3415 is a possibility. The predevelopment arrangement will happen over a couple months and identify several funds. Rogers: being sensitive to WA county; no link; with traffic on both sides. Support the 205; we are sandwiched between projects with no solution, not pleased. Concerned by doing this we have prioritized 3415 to do this. WH: the house committee agrees; no money on house version of bill no money. Not working bill. ROD: I've seen part of it cascade station; SAM ADAMS enter – types of issues private enterprise. Park: If it is publically operated system public reaps benefits if it goes to private side, you pay for use of facility and profits are moved out of system. WH: mixture of concepts; you can go from a new possibility where you go to concession where you turn the road over to a private org and they run/pay for it for a period; second; a private firm builds /develops and then leaves; some options may be closer to traditions; we don't know what type of proposals we will get. As far as the profit development; private firms build everything and they get a profit; we have constraints as a matter of contract. STEFFEY: county received an unsolicited proposal for sellowd bridge in committee headed by cfo. Waiting for evaluation and he will come to board with recommendations. We are doing it. LYNN: would like to have a followup discussion about when the ideas will be introduced; we are looking at hwy 217 and how to fund; when you look at where sunrise is and the public good you are trying to reap; how do you weigh those when you have an rfp to build a road; how does this play out; interesting to know about sellowd bridge. Interested to have discussion in terms of when these things are proposed; WH: not going to be proposing a specific project – happens at the end of the predevelopment project; during pre dev, they will investigate a potential project...we want to investigate tolling at this route; they will learn things as they go. Not proposing a specific roadway etc...Bill Kenn: part of what this does is add more stakeholder with money to the discussion; senator metzgers bill realization that the I is not enough money on the table and what sources can we go to? It is an option worth exploring. Recently we concluded negotiations with developers with sunnyside between 152 and 162; we have enough funding to get to 152 and were able to get enough funding to get to 162. Logical raise some planning issues. Surprising at how wide open it was...broad based with the realization that these projects are far away. DAVE Shiel: where is the revenue stream; idea to create a cost of revenue stream with the private individual to build and the : WH: you have to have the revenue streams; local govts will be involved; will happen at predevelopment and later. While we want financing to work and can involve local revenue streams? DS? Is this a shared revenue: JH Yes. Has to happen in the context of what I is happening locally. REX: WA state

passed legislation similar; issue to get info on to work together. Newberg dundee is 3 miles outside of boarder; they are so close ieth impact. WH: statute says appropriate local governmentns. WH: on crossing the depta of justice to comparision : Cotugo: RFT is solicited; this approach appropрте if the toll lane is under consideration now; might be appropriate for an i5 river crossing under consd. Now. JW: the other two are on our investigation list did not make final cut. In second wave involve more individuals.

PHIL SELINGER: Presentation on TriMet Transit Investment Plan:

Services, Ridership Growth, Annual transit rides per capita, Trimet Investment Plan, Priorities (total transit system build)

Expand high capacity system

Expand Frequent service

Improve local service

Customer Information – transit tracker (used to do with reader boards; more efficient way to dial up enter bus stop number; automated stop anncts.; signal prty, intsct dsgn; more shelters – more amenities and shelter at heav. Used bus stps;

New shelters and crossings using mtip dollars

Ttl trnst ptrnshp line 57 TV hwy

More sidewalks/crossings – ptrnshp with odot instrumental

Three impt projects: Wshnt cty cmtr rail; sth corr i205; streetcar

High capcty prjcts: 4 – List one not in study pre newman

Garrett: pursuing steps and processes. Newman: next stage offer crossing study is to do an environmental .

Frqunt svc. / Frqunt svc expansion.

Local areas; not large invstmnts: gresham, tigard/tuala/LO, Hillsb, S. Wtrfrmt, N. Clckmas

As damsscus study :kennemer

Long look ahead; Transit service; corricor studies, special studies; rtp update: next process will have to integrate

Trimet board wil met in June; this is our annual update; will be doing .

TED LEYBOLD: comments felt worht mentioned 1: we'd like followu up info brought to tpac and jpac of hwo 5 yr plan is doing in implementing 20 yr paln w/ regard to ridership etc. 2. Use that info along with tip. And the analysis abouve to guide discussion of programming of fudns in the metropolitan MTIP. 3. Recognition ht the regions high capacity transit system; years since a priortization stdy 4. Clarify of how they receive input of priorities and how that input is used at trimet to prioritize the local service areas; make process transparent; and educate how they can get input on proces of trimet. 5. At the tpac presentation it wasn't clear what the scope of the n. Clackamas focus area is. S. Corridor direction. – taken care of that point. Kennemer; need to look at sunnyside ADD THAT REFERENCE: and the completion of sunnyside road.....6. recognition of the role of the lift service that it provides to the reigon and that the effect of trimets budget. Can we get more service on a fixed route for reduced cost. **SUSIE Lahsene:** is there a financial analysis of the investment plan; a cost iestimate: **Clark:** letter addresses: Susie: didn't get a sense of hwat it costs. Clark: driven by what resources we have available. : **REX:** asking for a clear presentation noting revenue and costs. **SAM:** other neede

dinvestors of the TIP. At what point is that reported on? Other investor: city, county, public/ private etc...how much of our landuse zones match> Olivia: not formally reported anywhere; we look at who is stepping up of the plate; who is willing of address; not reflected in the report; good suggestion to document Part of my participation I want to know what the city of portland; what the measures are and how do we set ourselves up ; REX: take suggestion and send to tpac,
LYNN: great update: we all have our low performing route; is there another type of suburban transit service so we can take some of our LPR and make them useful to the community. Can we push that forward...can we include in the letter? Next update of the tip we have in the. Can be as part of the specifics of working in the N Clackamas Focus area: An area that needs exploration; how do you provide efficient and affordable transit service. ROY: 2 – How do we develop the local investment portion and make a part that will be used to impact and council? How is that done? TED: two step process; what do you do before mtip adoption. Is there more detail information to make better decisions allocation urban sec funds. Are there tradeoffs of how we program those funds. If trimet is making adequate progress, they don't get \$; but if they are falling short; we can afford more \$ that way that is what you do. Getting all the info on the table...spending differently. Also giving guidance to trimet what you want next time for the 08-11.
Rogers: didn't answer question. Seems to imply in second bullet there will be some prioritization of funding base upon some connectivity to transit projects. If that is what we are doing; the projects submit that doesn't have a connection they wouldn't be considered. Rex: the mtip is the official document we have to adopt of all the dollars; letter doesn't say we set priority; it says we need info to set those priorities. Intent is not determining priorities; it says we need more info to allow us to determine priority. OLIVIA: appreciate the staff to look at the tip closely and will help long term process; points to planning goals to retp 2040 and what we are trying to accomplish what our goals and our bang for buck projects. CNAGE prioritize

Consider what the priority emphasis should be in the next mtip cycle. SAM: evaluating what local govts are doing

Models of delivering service

Sunyside

Cost vs revenues;

SAM: love to have from tpac a sense of potential transit uses vs actual transit usage; great if we could measure if transit efforts are working; we don't measure that. Made investment in N. Pdl w/ yellow line; know ppl live in area; capacity lefts the total transit experience; what gets the rider to use the service; what stands in the way for a greater utilization. What stands in the way to maximize our way;

SEND IN SURVEY: needs more information

Last resolution: Bistate acted last time: action taken from bistate committee through vote; Just see

MPO Consortium; met three times the consensus is that it is useful; smaller mpos

YELLOW> Appreciate smaller mpos RESOLUTION. Adopt bylaws; mission resolve:

two mbrs of mpo to represent the mop on concertion; that burkholder and park alternate and a third resolve apptn a nother person from this group1 sam adams, martha schrader; clackamas cnty; jim; Add: third resolve. Reecommended tha tSam be on other delegate and Rex will call sam or jim as the alternate. Kennembber: mark is his alternate here. Made sense to have Martha as alternate; Roy would like to see county commissioner. Lynn: where did the volunteers came from? ROY: under item 2staffreport: that the consortium has mbrs don't see that memorialzie other than in the resolve; not in the bylaws, under delegates are responsible to consult with JPATT; bylaws are for everyone; say that the mebr shall serve as the liason. Bylaws are generalized; the resolution should address the background in the staff report. ANDY: we will included a resolve that includes that resoposibility. Roy: these folks sould consult with JPACT and would like to see it in th resolution. Do we need to name names in the resolution? We should say metro and jpact would ; REX; we have to name ppl and you have to pass another resolution to name. Susie: staff report focuses on JPACT and yet our alternates are on MPAC so do we want to say jpact/mpac. Rex; they are open meetings but they want official representatives. Peterson: likes theidea to have Schraeder; REX: like toadd a resolve that reflects language in staff report reporting and consulting to jpact on key issues;
All in favor adoption resolution; all approve. MOTION.

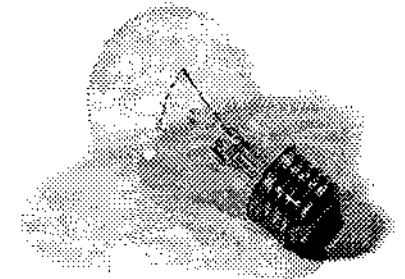
KLOSTER: Green: amendment to the UPWP to reflect FHWA awarding grant to expand the structure of the ITS program; ramp meters system and cameras. Orgionall the concept focused on traffice, now we track busses; concept to set a new plan adopte din the 90's. to make all of the providers more cohesive. All improvements are incremental at intersections; firm commitment of partenrs and to allow officials to manage the system to work with each other; Grant would establish a position here at metro; a transport subcommittee 200k, would come to jpact to report with actigvities;a sked to endores final procut. MATT: complete ly suuport/ embrace oppty of all Move Mat G. Ssusie Lahsen Secoded; uannimously passed.

Adjourned at 9: 05am

OREGON INNOVATIVE PARTNERSHIPS PROGRAM

*Presentation to the
Joint Policy Advisory
Committee on Transportation
May 12, 2005*

*James Whitty
Office of Innovative Partnerships
& Alternative Funding*



Creation of the Partnership Program in Oregon

- 2001 Legislature directed ODOT to explore public-private partnerships
- 2002 Innovative Finance Advisory Committee (IFAC)
- 2003 IFAC report basis for SB 772

Unique Legislation Provides Exceptional Opportunities

Only Projects that meet the goals of the legislation will be executed through OIPP; OTC must designate

Increase Project Delivery Speed

Create Innovative Project Development

Open up new Revenues and Financing

Options

Tools Available under OIPP

- Receive Solicited and Unsolicited Proposals
- Contracting at the Conceptual Stage
- Qualifications-based / A Best Value Procurement
- Proprietary Information
- Collaboration with Local Government Entities
- Evaluation of Proposals

OIPP – Breadth of Potential Applications

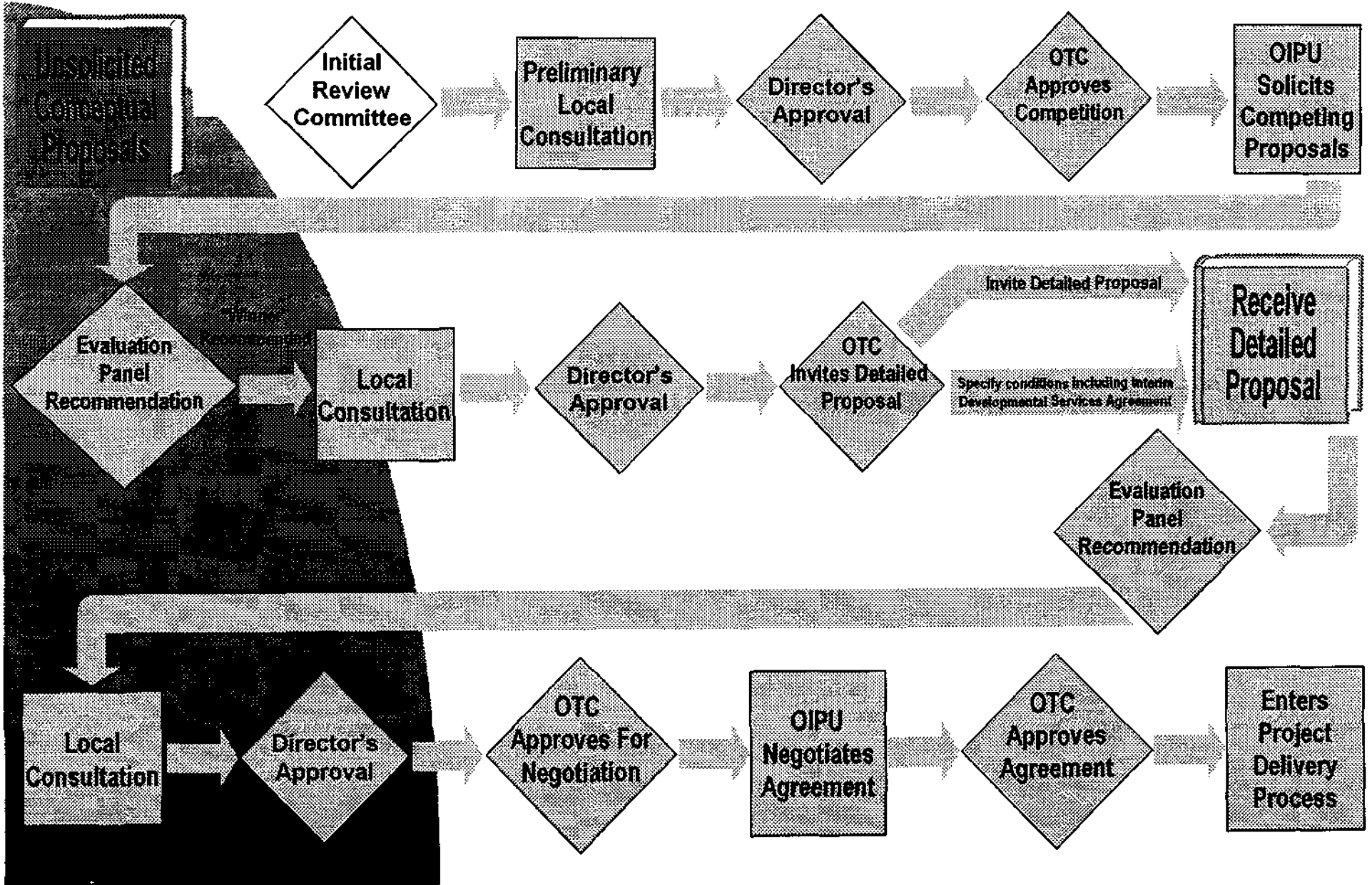
- “Transportation project” means “any proposed or existing undertaking that facilitates any mode of transportation in this state.”

Examples: Roads, Bridges, Rail, Ports,
Airports, Telecommunications, Transmissions,
and any other project that facilitates transport of people,
goods, services, information

OREGON DEPARTMENT OF TRANSPORTATION

91 Years Connecting Communities and Business

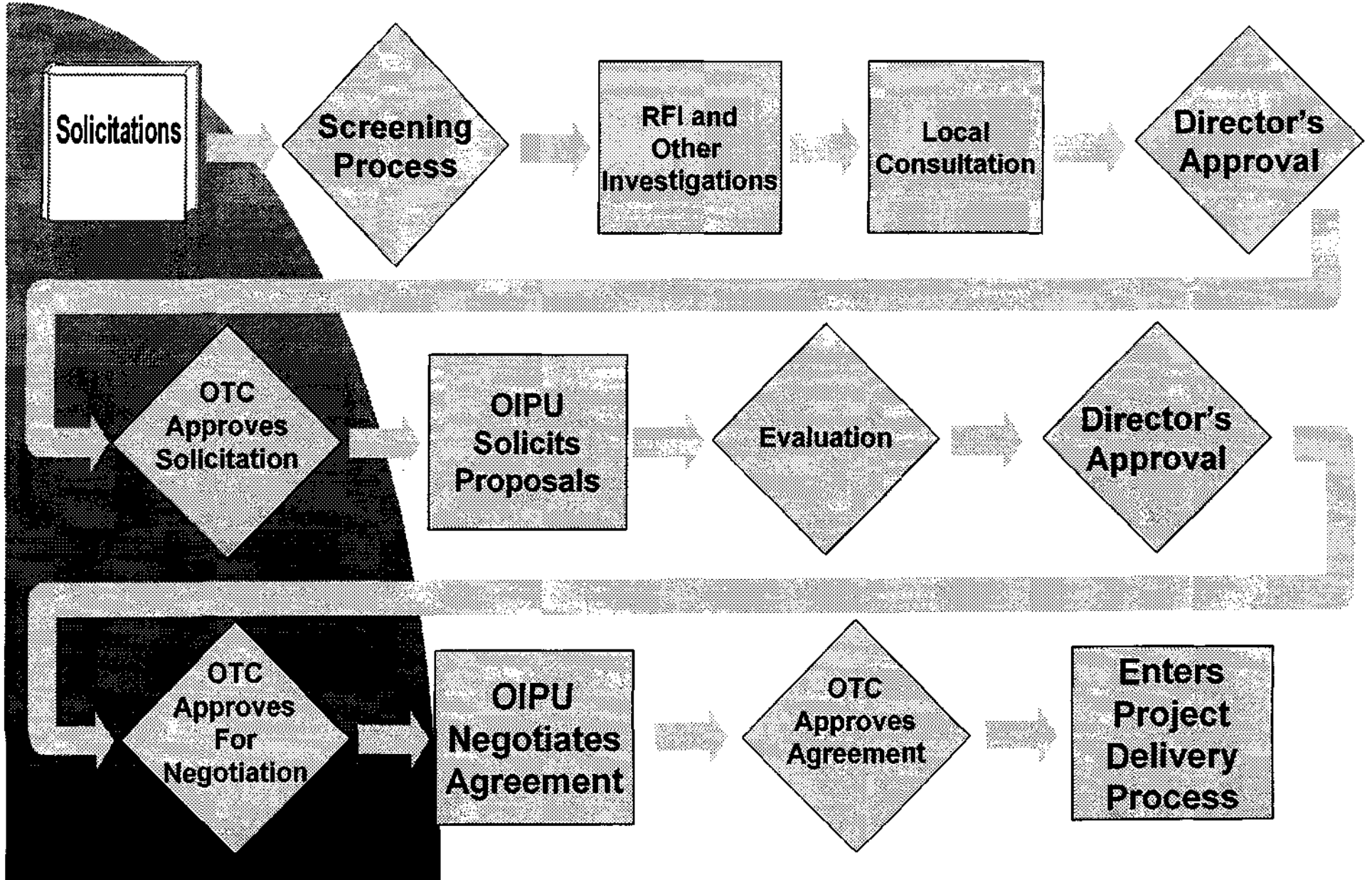
OREGON INNOVATIVE PARTNERSHIPS PROGRAM (OIPP)



OREGON DEPARTMENT OF TRANSPORTATION

91 Years Connecting Communities and Business

OREGON INNOVATIVE PARTNERSHIPS PROGRAM (OIPP)



Progress to Date

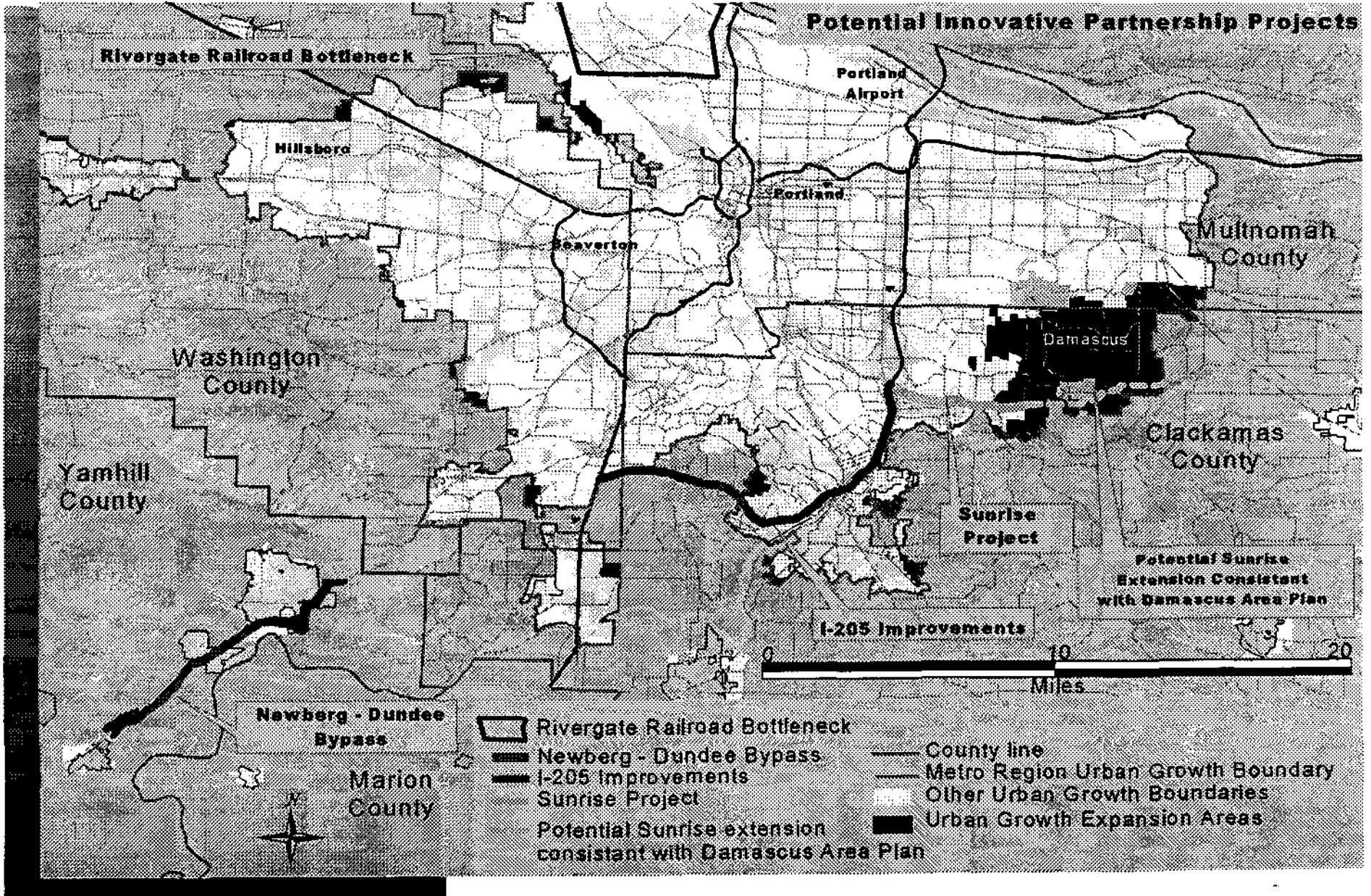
- Innovative Partnerships Law Enacted – August 26, 2003
- Administrative Rules Adopted – August 26, 2004
- Identification of Potential Projects – September 2004
- Industry Comment on Projects – October 2004
- Project Screening – November 2005
- Director's Recommendation – December 2005
- Project Scouting Team Assembled – Sept '04 to Jan '05
- Commission Approval to Solicit – January 20, 2005
- Request for Proposals for 3 Highway Projects – April 29, 2005

- 1. The Sunrise Project**
- 2. South I-205 Corridor Improvements**
- 3. Newberg-Dundee**
- 4. Maintenance Facilities (Statewide)**
- 5. Willamette Valley Railroad Bottleneck**

OREGON DEPARTMENT OF TRANSPORTATION

91 Years Connecting Communities and Business

Potential Innovative Partnership Projects



Sunrise Project - Justification

Industry responses to RFI indicate that the Sunrise project has significant potential to accelerate delivery and provide innovative financing approaches and would benefit from early private participation in development of financing plan through a pre-development agreement for a PPP:

“This project may be feasible ... an investment-grade traffic and revenue study will answer the toll funding study ... We believe this project may benefit from the formation of a highway taxing district and/or authority to level developer highway impact fees.”

“This project is driven by the fast urban development of Clackamas Co...significant opportunities to finance may include developer fees along the corridor and inclusion of light rail in the median.”

Industry responses to RFI indicate that South I-205 project may have significant potential to accelerate delivery and provide innovative financing approaches through a PPP:

“(This) project has, on the surface, a number of characteristics that may contribute to an effective PPP...its use of existing ROW should keep the environmental and permitting effort within manageable bounds ...”

“It may be possible to develop ... improvements such as premium toll lanes that have a fee structure built on congestion pricing ... as an alternative, additional lanes could be dedicated to freight traffic.”

“This project appears feasible for an HOT lane operation ... Busses and vehicles with 3 or more could be allowed onto the HOT lanes at no cost ...”

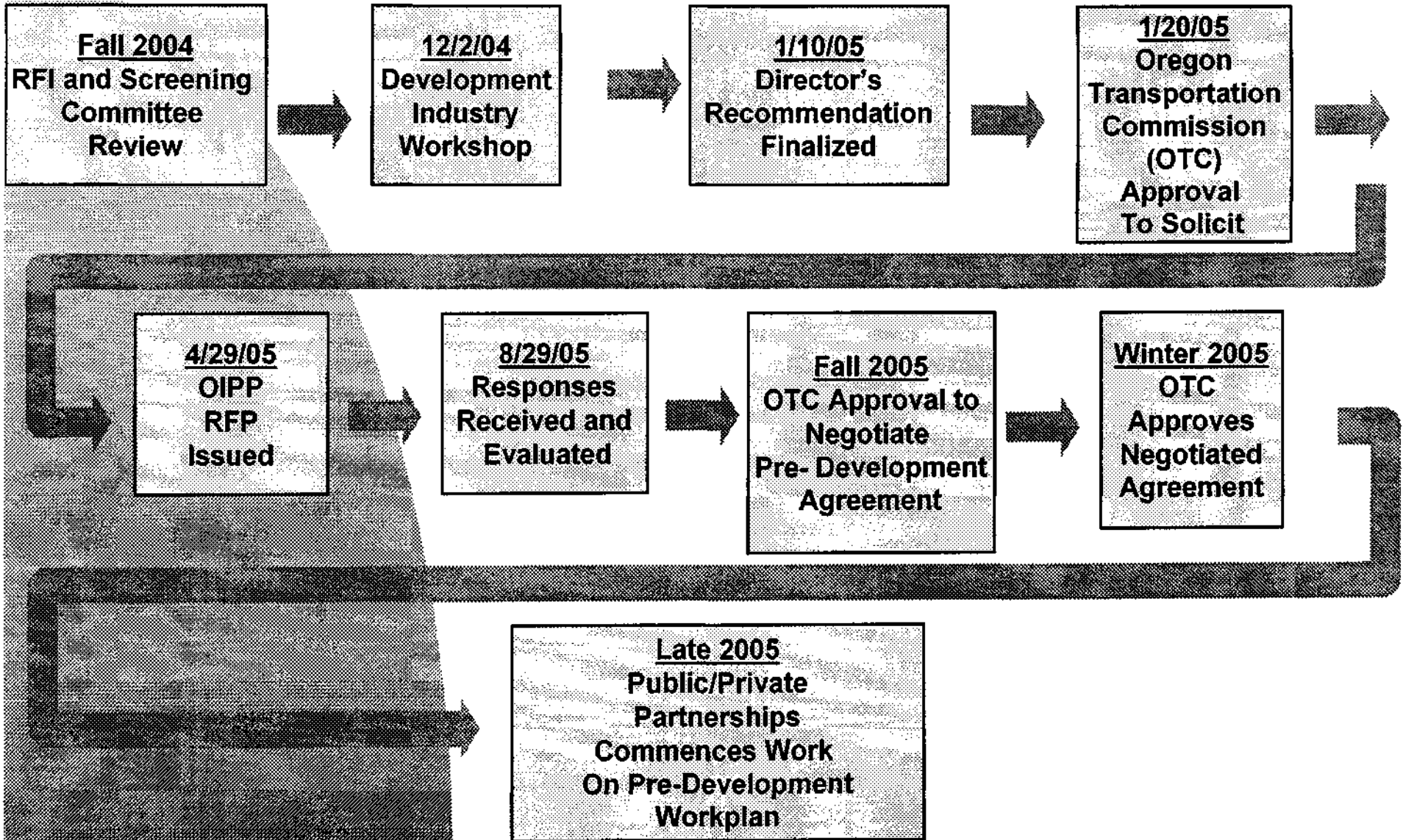
Newberg-Dundee - Justification

The Newberg- Dundee project received the most industry responses to the OIPP RFI indicating a high potential to accelerate delivery and provide innovative financing approaches through early private participation in development of financing plan for a PPP:

- “Our interest assumes that the design build execution would be within the PPP scope and the land use appeal is resolved favorably ... it is early enough in the life of the project that considerable value might be added through the early engagement of a private partner.”
- “... completion of the EIS should be well along prior to considering this project as a viable user fee-based toll facility. (We) remain very interested in this project as a PPP candidate as it progresses.”
- “... since it is a new road, will create new traffic patterns and will create substantial time travel savings, it may be possible to include ... a toll structure into a PPP.”
- “This project appears feasible as a through-traffic toll facility ... Local-resident vehicles could obtain a free or discounted transponder (for) electronically tolled “fast lanes”.

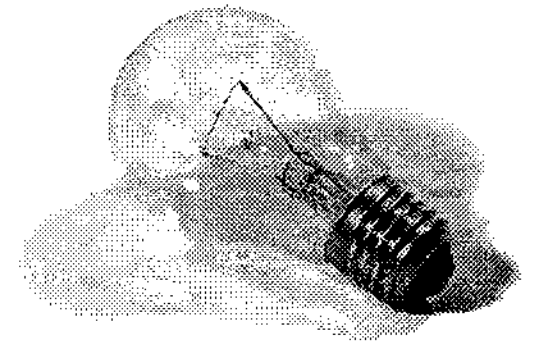
- Selection based on qualifications, project understanding and approach and proposed compensation arrangement
- Financial resources contributed from both sides
- Environmental and planning processes unchanged
- Private partners support but not control NEPA process and undertake activities to speed up delivery
- Allows concurrent rather than sequential work tasks:
 - Funding and financing plans
 - Public and political consensus building
 - Design innovation and project staging
 - Organizing transportation solutions
 - Identification of necessary districts or authorities
- For the successful, ODOT and Private Partner negotiation for subsequent agreement(s)

OIPP Solicitation Timeline



OIPP

<http://www.oregon.gov/ODOT/HWY/OIPP/>



TRIMET
Transit Investment Plan
 2005 Update



JRACT - May 12, 2005



TRIMET

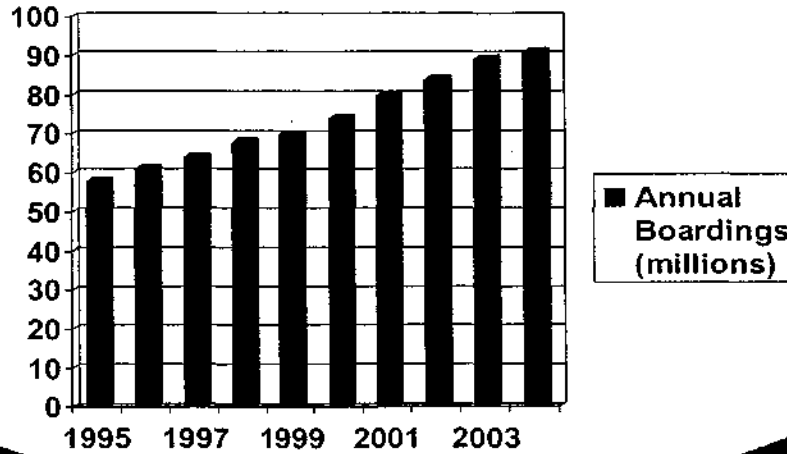


TriMet Services

		Bus Service		
	MAX	Frequent Service	Standard Service	LIFT
Routes	3	16	77	Door-to-door
Vehicles in Peak Service	82	204	330	200
Weekday Boardings	96,800	114,000	96,500	3,250 LIFT 2,000 medical

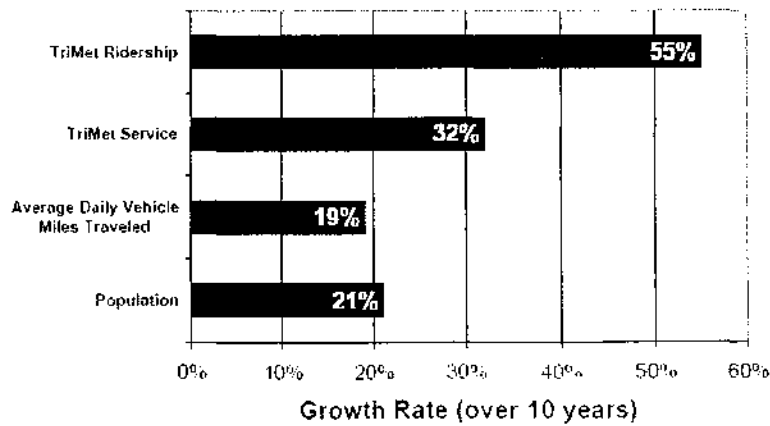
March 2005 data

Ridership Growth



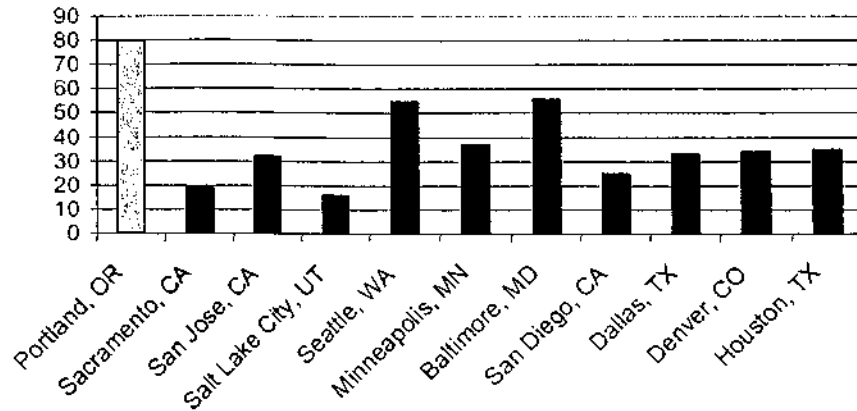
TriMet Data
Jul 2004

Growth Rates 1993-2003



TriMet / Metro
Data
Dec 2004

Annual Transit Rides per Capita



TriMet / FTA
Data
Jun 2004

Transit Investment Plan – “TIP”



- Builds on the RTP
- Five years plus
- Total Transit System
- Expansion priorities
- Requires partnerships

TIP Priorities

1. Build the Total Transit System
2. Expand high capacity transit
3. Expand Frequent Service
4. Improve local service



1. The Total Transit System

Service

- Frequent
- Reliable

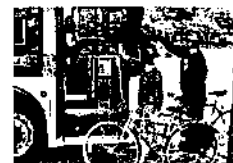
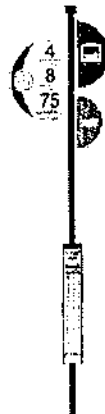
Access

- Pedestrians, Cyclists
- Park & Riders
- Mobility Challenged

Amenities

- Pavement / Shelters
- New Vehicles

Customer Information



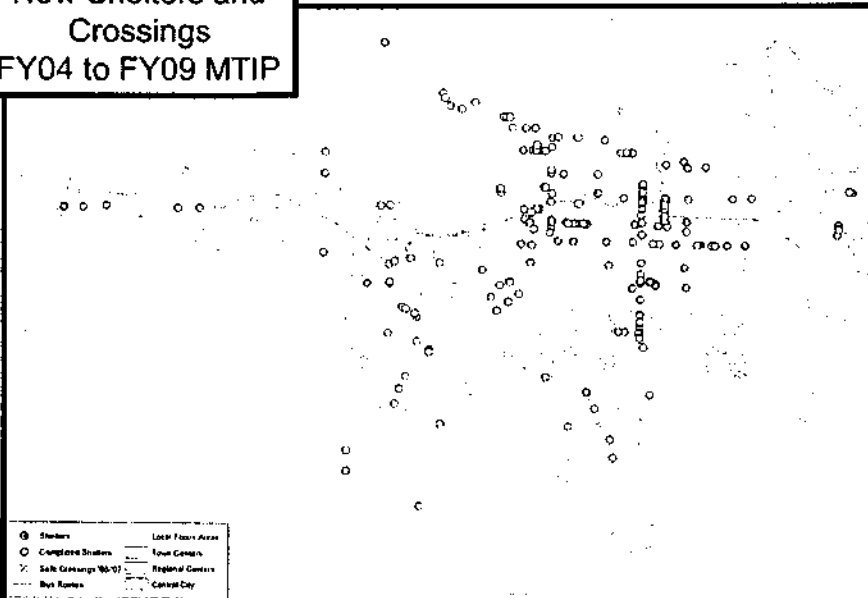


Total Transit System Latest Projects

- Transit Tracker with 503-238-RIDE
- Automated Stop Announcements
- Transit priority treatments (signal priority, intersection design, etc)
- Coordinated local investments (safe crossings, sidewalks, etc)
- Park-and-ride
- Bus and high capacity shelters



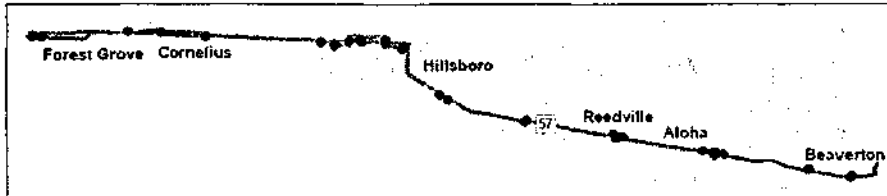
New Shelters and Crossings FY04 to FY09 MTIP



● Shelters	Local Focus Areas
○ Completed Shelters	Town Centers
⊗ Safe Crossings '06-'07	Regional Centers
--- Bus Routes	Central City



Total Transit Partnership Line 57 – TV Highway / Forest Grove



- New Frequent Service line
- Low-floor, air-conditioned buses
- More shelters with solar-powered lighting
- New signs with schedules and maps at every stop
- Fewer stops for faster service
- More sidewalks and safe crossings to improve access



2. High Capacity Transit In Progress

Washington County Commuter Rail

- Awaiting Full Funding Grant Agreement

South Corridor - I-205/ Portland Mall

- Awaiting permission to enter final design

Portland Streetcar

- Extension to Gibbs is next



High Capacity Transit

Concurrent Next Projects

- South Corridor: Phase 2 DEIS
 - LRT: Portland to Milwaukie
 - Bus service buildup: Milwaukie to Oregon City
- Portland-to-Lake Oswego Alternatives Analysis
- Eastside Streetcar Alternatives Analysis
- Columbia River Crossing Project

High Capacity Transit

Proposed High Capacity Transit

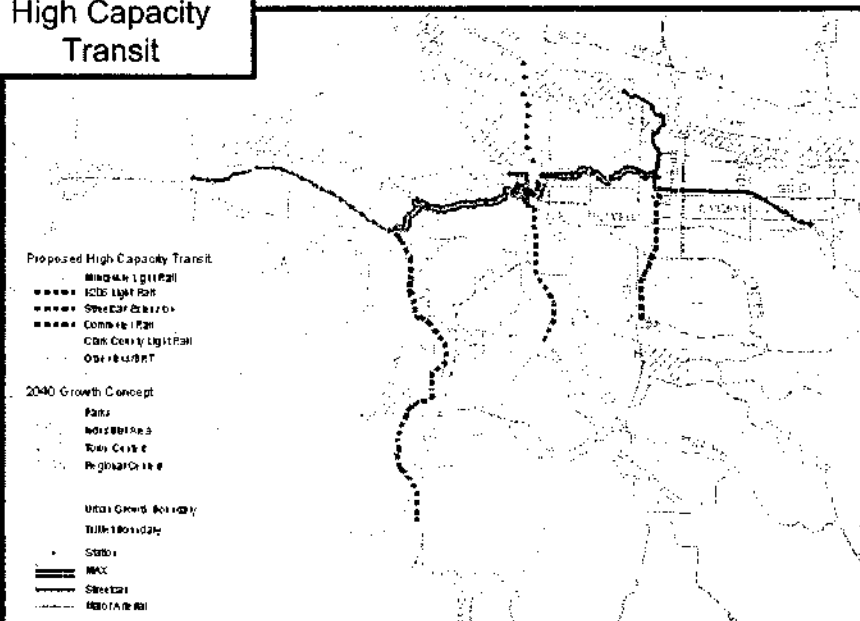
- MAX Light Rail
- Streetcar
- Commuter Rail
- Columbia River Crossing
- Bus Rapid Transit

2040 Growth Concept

- Urban
- Suburban
- Rural
- Regional

Urban Growth Boundary

- Station
- MAX
- Streetcar
- Commuter Rail



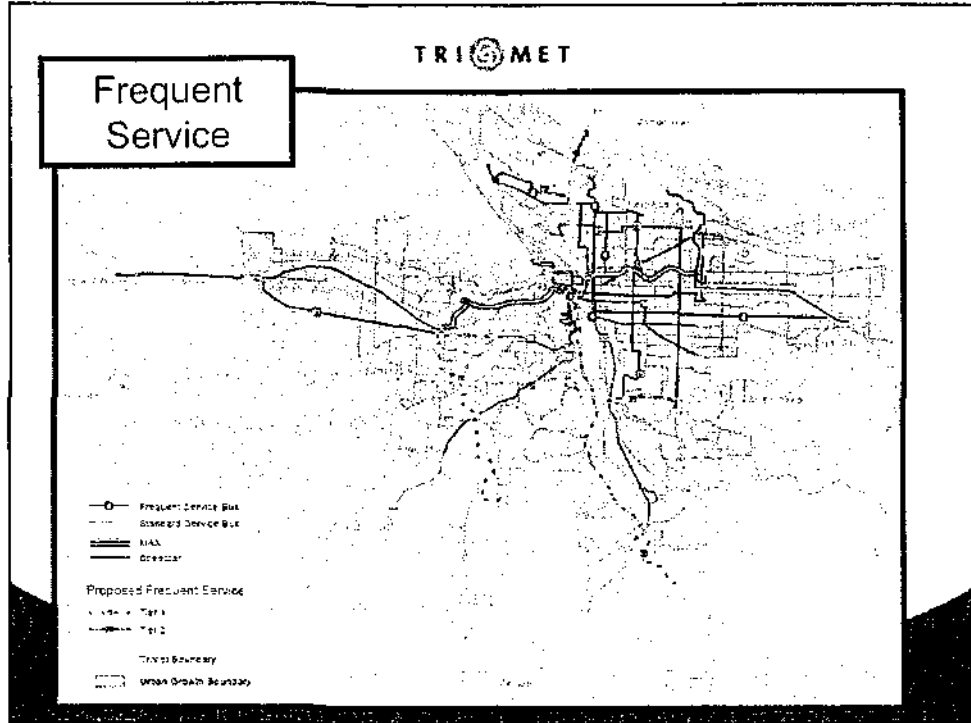
3. Frequent Service



Fiscal Year	1999	2000	2001	2002	2003	2004	2005
Lines	4	9	9	14	14	15	16
Weekly Ridership	210,190	396,050	413,880	568,910	565,630	608,620	NA
Ridership percentage	18%	34%	34%	47%	47%	50%	NA

Frequent Service Expansion FY 2006 – FY 2011

Type	Line	From	To	New Weekly Vehicle Hours
New Frequent Service	76 – Beaverton / Tualatin	Beaverton TC	Tualatin	410
	31 – King Road	Milwaukie TC	Clackamas TC	265
AM / PM expansion	9 – Powell	Portland Mall	I-205	107
	4 – Division	Portland Mall	Gresham TC	56
	8 – Jackson Park	Portland Mall	Marquam Hill	28
	15 – Belmont	Portland Mall	Parkrose TC	57
Total				923



TRIMET

4. Local Areas

Focus service and capital investments in targeted communities

Coordinate local and feeder service with high capacity transit

Leverage local transit supportive projects

Local Areas

- Gresham
- Tigard / Tualatin / Lake Oswego
- Hillsboro
- South Waterfront
North Clackamas



RTP / TIP Long Range Planning

Transit Service for New Cities

Damascus / Boring

Corridors

Foster / Powell Phase 1

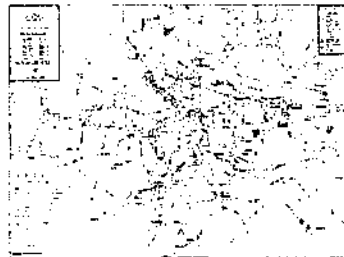
Potential system extensions

Potential *Bus Rapid Transit*
applications

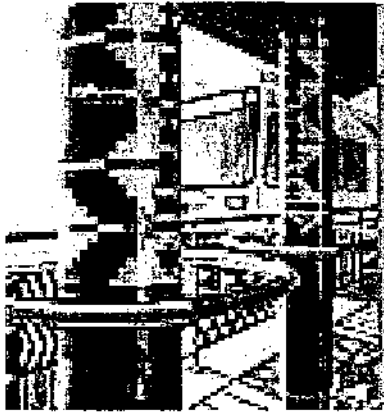
Special Studies

Elderly and Disabled Transportation
and Land Use Study

RTP Update



TRIMET



The TIP will be
available at *trimet.org*
May 25, 2005

E-mail tip@trimet.org
for a printed copy



METRO

*JPACT
with hand*

May 12, 2005

TriMet Board of Directors
4012 SE 17th Avenue
Portland, OR 97202

Dear Board President Passadore and Directors:

The Joint Policy Advisory Committee on Transportation (JPACT) has received a briefing on TriMet's 2005 Transit Investment Plan. This plan summarizes the five-year priorities for investment in the transit system, consistent with the Regional Transportation Plan.

JPACT appreciates the efforts of TriMet to communicate its short-term plan for priority investments and for the opportunity to comment on these plans. The plan clearly outlines the competing opportunities for limited transit resources. Based on this information, JPACT offers the following comments for TriMet Board consideration.

1. Provide further analysis of the TriMet TIPs progress toward implementing the Regional Transportation Plan.

JPACT would appreciate further analysis and discussion concerning the following TIP-related topics in the near future:

- a budget summary of revenue sources and operations and capital expenditures ✓
- a financial needs analysis to implement the RTP Financially Constrained and Priority systems (implementation of service hours, ridership and capital improvements) ✓

2. Use the TriMet TIP and the analysis above to guide discussion of programming of funds in the Metropolitan Transportation Improvement Program (MTIP).

The Metropolitan Transportation Improvement Program programs all federal transportation funds in the region and documents the criteria and process used by JPACT and the Metro Council for prioritizing projects and programs to implement the regional transportation plan. The TriMet TIP should inform the JPACT and Metro Council deliberation on how to program federal transportation funds by demonstrating what transit services can be implemented at different levels of federal revenue investment in the transit system. ✓

This information would be used by JPACT and the Metro Council to prioritize transportation projects for federal funding in the next MTIP cycle and to measure progress in implementing the Regional Transportation Plan.

3. Perform an analysis of the region's long-term high capacity transit system.

The 2005 TriMet TIP identifies several high capacity transit projects in the region. TriMet should work with Metro to develop a high capacity transit master-planning effort to prioritize and implement the next phases of this system. ✓

4. Clarify description of process to identify and prioritize local service issues.

While TriMet staff performed extensive outreach as part of the development of the Transit Investment Plan to citizens and local transportation agencies, it is not clear how this outreach, or other communication to TriMet staff, translated into the identification and prioritization of the areas identified as local service focus areas. Please clarify how TriMet receives input on local service issues and how those communications may effect the selection of local service focus areas to address local service issues. ✓

5. Clarify the scope of the North Clackamas focus area work.

One local focus area identified in the Transit Investment Plan is the North Clackamas area. Please clarify the plan language to address the relationship of this effort to the locally preferred alternative of the South Corridor process, the start-up of I-205 light rail service and the results of the Damascus/Boring concept planning effort, particularly transit service on Sunnyvale Road.

6. Update JPACT on implementation of the Elderly and Disabled Transportation Plan

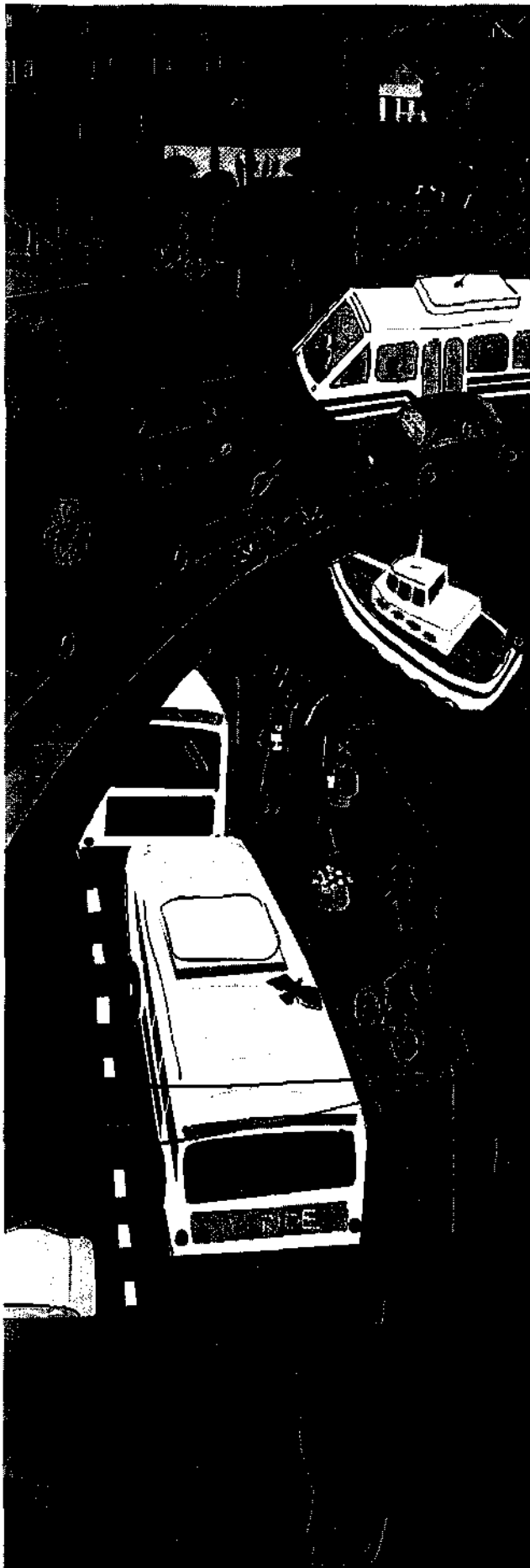
JPACT shares TriMet's concerns about effective service to the elderly and disabled community as well as the rising costs associated with TriMet's LIFT service. A briefing on these issues, the Elderly/Disabled Land Use Study, the State's competitive grant program for these services, and summary of TriMet's strategy for coordinating these services with other service providers in the region would be appreciated. Just like Medicaid & SS.!

Again, thank you for considering these comments on the Transit Investment Plan. We look forward to continuing our cooperative working relationship to ensure the region receives the most efficient and effective comprehensive transportation system possible with available resources.

Sincerely,

~~Rod Park~~
JPACT Chair





**Metropolitan
Transportation
Improvement
Program**

**2004
Project
Obligation
Report**

April 29, 2005



METRO

PEOPLE PLACES
OPEN SPACES



METRO

Metropolitan Transportation Improvement Program

The 2004 Obligation Report for the Metropolitan Transportation Improvement Program lists the Metro area projects for which Federal funds have been obligated. Publication of this report fulfills Metro's obligations as the Portland area metropolitan planning organization to federal regulations (23 USC 134(h)(7)(B); 49 USC 5303(c)(5)(B)). Reporting on project obligations in odd numbered years is integrated into the biennial Metropolitan Transportation Improvement Program report.

The report is organized by the type of federal funding obligated: Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Enhancements (TE), and High Priority Projects (HPP). Projects prioritized for federal funding must be in a federally approved Regional Transportation Plan, prioritized through a federally certified planning process, and programmed in the region's four-year Metropolitan Transportation Improvement Program (MTIP). Programming in the MTIP is based on a forecast of revenues expected to be available through annual appropriations and apportionments. As funding becomes available through federal appropriations each federal fiscal year, projects are selected for funding based on the project programming for that year within the MTIP, the actual revenues made available, and project readiness to proceed. Based on these factors, some projects may slip to future years and some projects programmed for future years in the MTIP may be selected to advance up to the current fiscal year.

Obligation of funds occurs when the Federal Highway Administration approves a project to enter a project phase based on documentation of meeting federal requirements to enter that phase. Funds for preliminary engineering and right-of-way phases of project work are obligated after federal highway approves the environmental assessment of the projects potential impacts. Funds for construction are obligated after federal highway administration approves the Project Specifications and Engineering documentation. STP and CMAQ funds, which are administered by the Federal Highway Administration may be "flexed" to transit projects or planning activities under certain conditions. These funds are considered obligated when Federal Highway approves transfer of the administration of these funds to the Federal Transit Administration or when approved for planning in the Unified Planning Work Program. Accounts are then established for reimbursement of eligible project expenses.

Following are the projects that obligated in Federal Fiscal Year 2004 in the Portland metropolitan area.

**Annual Obligation Report
Federal Fiscal Year 2004
October 1, 2003 through September 30, 2004**

Regional STP Funds				
ODOT Key#	Metro ID#	Project	Amount	Date
10010	399	TriMet/Preventive Maintenance	-\$251,569	31-Oct-03
11435	1041	SW Nyberg Rd @ I-5	\$2,097,866	31-Oct-03
12480	1101	Washington County Sidewalk Project	\$107,675	31-Oct-03
8815	112	Lombard Railroad Overcrossing (Rev.)	\$600,000	30-Nov-03
11443	1010	Willamette Pk-Oteson (Red Electric Line Study)	\$135,000	30-Nov-03
12180	399	FTA Transfer #1 Preventative Maintenance	\$6,000,000	30-Nov-03
8815	112	Lombard Railroad Overcrossing (Rev)	\$94,216	31-Dec-03
8815	112	Lombard Railroad Overcrossing (Rev)	-\$94,216	31-Dec-03
13293	1087	Sunrise/Damascus Area Planning	\$1,400,000	31-Dec-03
12454	721	Sunrise Corridor EIS	\$600,000	31-Jan-04
12461	1088	NE Weidler - SE Washington St.	\$669,893	31-Jan-04
10027	150	Lovejoy Ramp Replacement Unit 2 (Port.)	\$103,527	31-Mar-04
12477	1102	Molalla Ave. Sidewalk Infill Phase 2 (Oregon City)	\$500,000	31-Mar-04
13459	1095	US26: Cornell-Murray And Murray-OR217	\$359,000	31-Mar-04
12180	399	FTA Transfer #2 Preventative Maintenance	\$3,750,000	30-Apr-04
11432	1036	Advanced Traffic Mgmt Sys. Integration	-\$79,147	31-May-04
10027	150	Lovejoy Ramp Replacement Unit 2 (Port.)	\$162,363	31-May-04
12399	1064	Sunnyside Rd (Phase 2) 122nd To 152nd Widening	\$400,000	31-May-04
12451	1065	Sunnyside Rd (Ph. 3) 152nd - 172nd Widening	-\$408,134	31-May-04
12180	399	FTA Transfer #6 - FY04 STP Preventative Maintenance	\$4,255,319	31-Jul-04
11435	1041	SW Nyberg Rd. @ I-5	-\$17,610	31-Jul-04
12451	1065	Sunnyside Rd (Ph. 3) 152nd - 172nd Widening	\$8,134	31-Jul-04
8815	112	North Lombard Railroad Overcrossing	\$197,276	31-Aug-04
12454	721	Sunrise Corridor EIS	-\$500,000	31-Aug-04
12465	126	Metro Core Planning	\$745,000	30-Jun-04
12465	126	Regional Freight Program	\$150,000	30-Jun-04
12465	126	RTP Corridor Project (Powell/Foster)	\$300,000	30-Jun-04
Regional STP Funds			\$21,284,594	

Regional CMAQ Funds				
ODOT Key#	Metro ID#	Project	Amount	Date
12178	608	FTA Transfer #1 Trans. Mgmt. Area Assistance	\$125,000	30-Nov-03
12178	1025	FTA Transfer #1 Reg. 2040	\$145,000	30-Nov-03
12464	154	FTA Transfer #1 Trans. Dev. Prog. Reserve	\$2,050,330	30-Nov-03
11459	1019	Madrona Park - N Interstate Ave	\$72,653	31-Dec-03
9341	639	Hall Blvd Bike Lanes: Ridgecrest-Cascade Bike Lanes (Bvrtn)	\$1,283	28-Feb-04
11425	1016	Division Street Boulevard: SE Wallula - SE Kelly (Gresham)	\$173,302	28-Feb-04
11459	1019	Madrona Park - N Interstate Ave	\$1,489	30-Apr-04
10032	648	Gresham/Mult. Co Interconnect, Ph 2	\$12,345	31-May-04
12450	1086	FTA Transfer #4 Smart Transit Center Park And Ride	\$1,085,733	30-Jun-04

12176	613	FTA Transfer #7 - Region TDM Program	\$699,894	31-Jul-04
12464	154	FTA Transfer #6 - FY04 CMAQ Bus Purchase	\$1,200,000	31-Jul-04
5651	892	McLoughlin Blvd. (Harrison St. To Kellogg Creek)	\$807,570	31-Jul-04
11440	625	ECO Inform. Clearing House (Unit 2)	\$5,756	31-Jul-04
11426	1015	Clackamas County ITS/ATMS	\$993,894	30-Sep-04
Regional CMAQ Funds			\$7,374,250	

HPP (High Priority Project) Funds				
ODOT Key#	Metro ID#	Project	Amount	Date
11065	1053	Willamette River (Broadway) Bridge #06757 (Ph 1)	-\$32,000	31-Oct-03
11065	1053	Broadway Bridge, Phase 1 (Portland)	-\$223,532	31-Oct-03
11067	1053	Willamette River (Broadway) Br. #06757 (Ph 3)	\$223,532	31-Oct-03
8815	112	North Lombard Railroad Overcrossing	-\$843,875	30-Nov-03
12493	1053	Willamette Rv (Broadway) Br, Ph 4,5,6&7 (PDX)	\$32,000	30-Nov-03
8815	112	North Lombard Railroad Overcrossing	\$511,620	31-Dec-03
8815	112	Lombard Railroad Overcrossing (Rev)	\$84,000	31-Dec-03
11063	1059	Signal Priority Receiver Inst. Proj.	-\$6,208	31-Jan-04
11065	1053	Broadway Bridge, Phase 1 (Portland)	-\$60,608	31-Mar-04
12108	721	East Ptl'd Fwy-Rock Crk Junction (Sunrise Corridor)	-\$307,129	31-Mar-04
12493	1053	Willamette Rv (Broadway) Br, Ph 4,5,6&7 (PDX)	\$60,608	31-May-04
8815	112	North Lombard Railroad Overcrossing	\$248,255	31-Aug-04
HPP (High Priority Project) Funds			-\$313,338	

Transit Enhancement Funds				
ODOT Key#	Metro ID#	Project	Amount	Date
12295	1119	I-205 Multi-Use Path O-Xing Powell Blvd (Portland)	\$32,015	31-Oct-03
11454	1066	SE Fuller Road: King Rd. - Harmony Rd.	\$500,000	31-Jan-04
11454	1066	SE Fuller Road: King Rd. - Harmony Rd.	\$14,471	31-Mar-04
11454	1066	SE Fuller Road: King Rd. - Harmony Rd.	-\$14,471	30-Apr-04
11456	1008	Eastbank Trail to Springwater Trail Connector: Three Bridges	\$85,242	31-Jul-04
13261	1116	Union Station Facility Improvements	\$81,653	31-Jul-04
11553	1063	US 30: NW 112th-NW Br. St (Linnton Gt.Way Landscp.)	\$19,915	31-Aug-04
11420	1006	102nd Avenue: NE Halsey - NW Burnside	\$388,530	30-Sep-04
11456	1008	OMSI - Springwater Trail Three Bridges	\$3,405,918	30-Sep-04
TE Funds			\$4,513,272	

Other Transit Funds				
ODOT Key#	Metro ID#	Project	Amount	Date
12465	1017	Interstate MAX (5309 NS)	\$39,087,852	30-Apr-04
12473	388	Preventive Maintenance (5309)	\$2,439,018	30-Apr-04
12457	1057	I-205 MAX Extension (5309)	\$2,916,087	30-Jun-04
12471	399	Bus Preventive Maintenance (5307)	\$15,308,872	30-Jun-04
12473	388	Preventive Maintenance (5309)	\$696,862	31-Jul-04
13473	1099	Welfare to Work Program (3037)	\$289,118	31-Jul-04
12471	399	Bus Preventive Maintenance (5307)	\$8,189,248	31-Aug-04

12465	1017	Interstate MAX (5309 NS)	\$37,186,009	30-Sep-04
13472	154	Bus Purchase (5309)	\$631,068	30-Sep-04
12473	388	Preventive Maintenance (5309)	\$1,045,293	30-Sep-04
12514/15	1045	Wilsonville to Beaverton Commuter Rail (5309 NS)	\$5,657,537	30-Sep-04
13473	1099	Welfare to Work Program (3037)	\$206,512	30-Sep-04
Other Transit Funds			\$113,653,476	

2004 MPO Obligations (All Funds) \$146,512,254

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 05-3586
FORMATION OF THE OREGON)
METROPOLITAN PLANNING ORGANIZATION) Introduced by Councilor Rex Burkholder
CONSORTIUM (OMPOC)

WHEREAS, metropolitan transportation planning is required by federal regulation in urban areas of greater than 50,000 residents; and

WHEREAS, whereas federal statute recognizes Metropolitan Planning Organizations (MPOs) as the designated body to conduct such planning within urban areas that meet the federal threshold; and

WHEREAS, Oregon has six designated metropolitan areas where MPOs conduct regional transportation planning, including the Portland metropolitan region, the Eugene-Springfield region, the Salem-Keizer region, the Rogue Valley area, the Corvallis area and the Bend area; and

WHEREAS, these MPOs have common transportation needs and interests that span their jurisdictions, independent of relative differences in size and location; and

WHEREAS, the Oregon MPOs can benefit from a coordinated approach to meeting their common needs and interests; and

WHEREAS, the Oregon MPOs have conducted three exploratory meetings to determine the scope of common interests and purposes and benefits of a coordinated effort; and

WHEREAS, the MPO board participants at these exploratory meetings have proposed that an Oregon MPO Consortium be formalized to continue this level of coordination; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse the formation of the Oregon MPO Consortium, including:

1. Operation according to the bylaws contained in Exhibit "A"; and
2. Representation of Metro and JPACT by Councilor Rex Burkholder and alternate representation, respectively, by Councilor Rod Park.

3. Appoint ~~Smalley~~ as rep. and Martha Schreiber.

ADOPTED by the Metro Council this _____ day of _____, 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

EXHIBIT 'A'

Oregon MPO Consortium (OMPOC)

BYLAWS

ARTICLE I

This ~~committee body~~ shall be known as the Oregon MPO Consortium (OMPOC).

ARTICLE II MISSION

It is the mission of OMPOC to work in partnership to advance interests common to Oregon's designated Metropolitan Planning Organizations (MPOs) on matters of statewide significance.

ARTICLE III PURPOSE

Section 1. The purpose of OMPOC is as follows:

- a. To provide a forum for Oregon's MPOs to address common needs, issues and solutions to transportation and land use challenges facing Oregon's metropolitan ~~areas~~ regions and surrounding areas.
- b. To provide recommendations for individual action ~~by of~~ Oregon MPOs on issues of common interest.
- c. To advocate for Oregon MPO policy, regulatory and funding interests at the state and federal level.

Section 2. In accordance with these purposes, the principal duties of OMPOC are as follows:

- a. Meet quarterly, or as needed, to conduct OMPOC business.
- b. Develop an annual work plan to guide OMPOC discussions.
- c. Periodically adopt OMPOC positions on common policy, regulatory or funding issues such as federal planning requirements, state rulemaking and state legislation.
- d. Participate in cooperative regional organizations as advocates for common Oregon MPO interests.
- e. Discuss emerging trends and policy options and practices for addressing common MPO issues in ~~Oregon~~ metropolitan regions and surrounding areas.

**ARTICLE IV
CONSORTIUM MEMBERSHIP**

Section 1. Membership.

- a. The Consortium will be made up of representatives from Oregon's designated MPOs.
- b. Each MPO will appoint two voting representatives to participate in each meeting of the Consortium
- c. Alternates may be appointed to serve in a voting capacity in the absence of the regular members; alternates may attend and participate in all OMPOC discussions and deliberations.

Section 2. Appointment of Members and Alternates

- a. Members and alternates from the designated Oregon MPOs shall be current voting members of the respective MPO policy boards.
- b. Voting at Consortium meetings is limited to elected and appointed officials of respective MPO policy boards.
- c. MPO staff and MPO member-agency staff are not eligible for appointment as members or alternates to OMPOC.
- d. MPO Directors shall serve as non-voting ex-officio members of the Consortium.
- e. Members shall serve as liaisons to their respective MPO boards and be responsible for communication between the Consortium and their boards.

**ARTICLE V
MEETINGS, CONDUCT OF MEETINGS, QUORUM**

- a. Regular meetings of OMPOC will be held at least annually at a time and place established by the ~~committee~~Consortium at the prior meeting. A meeting host will be specified for each meeting. Additional or emergency meetings may be called by the ~~chairperson~~Chair or a majority of the membership. An annual meeting schedule will be established as part of developing the annual work plan.
- b. A majority of the voting members (or designated alternates) of OMPOC shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the OMPOC. No formal ~~committee~~Consortium actions may be taken in the absence of a quorum.
- c. Subcommittees to develop recommendations for OMPOC ~~can~~may be appointed by the Chair in consultation with the Consortium on purpose, composition and duration. ~~The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include OMPOC members, alternates, other Oregon MPO board members and/or outside experts and MPO staff.~~
- d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. OMPOC may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the ~~Committee~~Consortium. In the absence of the member, the alternate shall be entitled to one (1) vote.

h. The ~~Committee~~Consortium shall follow Oregon public meeting law and make its meeting summaries, reports and findings available to the public.

i. Meeting hosts shall provide staff, as necessary, to record the actions of OMPOC and to handle ~~committee~~Consortium business, correspondence and public information related to hosted meetings.

ARTICLE VI OFFICERS AND DUTIES

a. The ~~chair~~Chair and ~~vice-chairperson~~Vice-Chair of OMPOC shall be elected by the membership for one calendar year of service. Elections for ~~chair~~Chair positions shall be conducted at the first meeting of a calendar year.

b. The ~~chair~~Chair shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the ~~Committee~~Consortium's business.

c. The ~~chair~~Chair ~~shall convene a pre-meeting teleconference to~~ is responsible for establishing the agenda for OMPOC meetings in consultation with Consortium members.

d. In the absence of the ~~chair~~Chair, the ~~vice-chair~~Vice-Chair shall assume the duties of the ~~chairperson~~Chair.

ARTICLE VII ROLE OF MPO STAFF

a. Oregon MPO Directors and Program Managers shall constitute the Technical Advisory Committee (TAC) to OMPOC. The Consortium will take into consideration the alternatives and recommendations of the TAC in the conduct of its business.

b. Oregon MPO staff shall serve as staff to OMPOC, as needed, to provide necessary support for ~~committee~~Consortium activities.

ARTICLE VIII AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of OMPOC.

b. Written notice, including proposed changes, must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal bylaws.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3586, FOR THE PURPOSE OF ENDORING THE FORMATION OF THE OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM (OMPOC)

Date: April 29, 2005

Prepared by: Tom Kloster

BACKGROUND

The attached resolution and exhibit contain proposed bylaws for the Oregon MPO Consortium, a new alliance of Oregon's six Metropolitan Planning Organizations. The Consortium has convened three "summits" since June 2004, and is now prepared to formalize the organization. The attached bylaws would establish operating requirements for the group and processes for communication between the Consortium and member MPOs.

The bylaws call for each MPO to designate two Consortium members and two alternates. JPACT will be asked to nominate delegates at their May meeting in conjunction with review of the proposed bylaws. Metro will recommend that the delegates include one Metro Council representative and one local government representative, with each selecting an alternate. Under the bylaws, the delegates are responsible for reporting to JPACT on Consortium matters, and consulting with JPACT on key issues before adopting a position with the Consortium.]

Comments on the bylaws will be forwarded to the Consortium for consideration at their May 26, 2005 meeting in Salem. At their March meeting, the Consortium reviewed the draft bylaws, and are expected to approve them with amendments at the May meeting.

Metro will host an Oregon MPO Consortium website where meeting notices, summaries and background documents on Consortium activities will be posted. The website is expected to be online this Spring.

ANALYSIS/INFORMATION

1. **Known Opposition** There is no known opposition.
2. **Legal Antecedents**
2. **Anticipated Effects** The proposed Oregon MPO Consortium is expected to improve Metro's presence on legislative and regulatory matters at the state level by building alliances with the other six MPOs.
3. **Budget Impacts** Metro has proposed to maintain a modest web presence for the Oregon MPO Consortium that will reside on Metro's existing web server and require minimal maintenance.

RECOMMENDED ACTION

Approval of Resolution No. 05-XXXX, for the purpose of endorsing the formation of the Oregon MPO Consortium, and appointing Metro Council and JPACT delegates to the new organization.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 05-3582
UNIFIED PLANNING WORK PROGRAM)
TO INCLUDE THE DEVELOPMENT OF) Introduced by: Councilor Rex Burkholder
A REGIONAL CONCEPT FOR)
TRANSPORTATION OPERATIONS)

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) initiated federal support for deployment of Intelligent Transportation System (ITS) technology throughout the nation to harness computer and digital communication technology to the improvement of surface transportation; and

WHEREAS, this federal ITS initiative was retained in the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, the Metro region was the recipient of an ITS early deployment grant that produced a 20-year plan (the Portland Regionwide Advanced Traffic Management System Plan, DKS, 1993) for deployment of traffic management technology throughout the region (hereafter, the ITS Plan); and

WHEREAS, the ITS Plan addresses freeway management, including ramp metering, incident detection systems, emergency dispatch and response systems (COMET Vehicles), driver communication systems and data archiving; and

WHEREAS, the ITS Plan addresses arterial surface street management, including signal system coordination, video monitoring, electronic message signs, emergency and transit vehicle signal preemption and data archiving; and

WHEREAS, the ITS Plan addresses transit system management, including computer aided vehicle tracking and dispatch, smart bus technology, on-board security systems, real-time transit-traveler information and data archive and analysis capabilities; and

WHEREAS, sub-regional implementation plans have been developed cooperatively by the Oregon Department of Transportation (ODOT), the City of Gresham, Multnomah County, the City of Portland, the City of Vancouver and Clark County Washington and additional sub-regional plans are being developed with regional funds for Clackamas and Washington Counties; and

WHEREAS, TriMet and C-TRAN and the Port of Portland have, or are preparing equivalent sub-regional ITS plans addressing transit, freight and airport access operations that expand the initial regional emphasis on use of ITS technology for traffic operations to the broader issues of multi-modal transportation systems management; and

WHEREAS, the TRANSPORT Subcommittee of TPAC has overseen development of a federally mandated Regional ITS Architecture to assure system and component level compatibility of multi-agency, multimodal ITS field devices, communications networks and computer hardware and software technologies; and

WHEREAS, the TRANSPORT Subcommittee has identified the need to improve coordination among ITS providers and update the regional strategy for a comprehensive approach to ITS;

WHEREAS, Metro and the City of Portland, on behalf of the TRANSPORT Committee has secured federal funding for the development of a Regional Concept for Transportation Operations; now, therefore

BE IT RESOLVED by the Metro Council;

1. The Unified Planning Work Program be amended to direct Metro and the City of Portland to develop a Regional Concept for Transportation Operations that strengthens and guides regional transportation operations collaboration and coordination.
2. That the Regional Concept for Transportation Operations presents an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,
3. That the Regional Concept for Transportation Operations garners commitment from agencies and jurisdictions for a common regional approach to transportation management and operations, and
4. That the Regional Concept for Transportation Operations provides an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing coherent operations strategy for consideration in the planning process.
5. That the TRANSPORT Subcommittee oversee development of the Regional Concept for Transportation Operations, and that reports on the development of the concept be made to TPAC, JPACT and the Metro Council.

ADOPTED by the Metro Council this _____ day of _____, 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Regional Mobility Program – Congestion Management - ITS

PROGRAM

The 2004 Federal Update to the RTP identified hundreds of needed improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic "hot spots." The RTP is also largely unfunded, which means that congestion-relief projects may not proceed in a timely manner. The Regional Mobility Program seeks to monitor the ongoing effects of congestion on livability and the regional economy, the degree to which delayed improvements are compounding these effects, and develop multi-modal strategies for coping with the gap in needed improvements.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Regional Mobility Program encompasses federal mandates to maintain "congestion management" and "intelligent transportation" systems. These programs are largely incorporated into the RTP and include:

- Inventory of Congestion Hot Spots: Staff will work closely with TPAC, ODOT, the Port of Portland and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System
- Ranking of Congestion Hot Spots: Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort
- Congestion Action Plan: Working with JPACT and Metro Council, develop an action plan for implementing multi-modal congestion relief projects, including specific funding strategies for unfunded improvements. This work may be coordinated with a proposed regional transportation funding initiative in 2004
- Public Involvement: All activities require early, ongoing and responsive public involvement techniques, consistent with Metro public involvement policies. Newly-developed procedures to address environmental justice issues will be applied to this effort

The region's intelligent transportation activities are further guided by the TRANSPORT Committee, a multi-agency group of system providers involved in implementing intelligent transportation (ITS) policy. In early 2005, the role of this group as a Subcommittee of TPAC was formalized. In 2005-06, TRANSPORT will oversee a major update to the region's ITS program to incorporate a Regional Concept for Transportation Operations, a new tool for strengthening and guiding regional transportation operations collaboration and coordination. The Regional Concept for Transportation Operations will serve the following three key purposes:

- Presents an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,
- Garners commitment from agencies and jurisdictions for a common regional approach to transportation and management and operations, and
- Provides an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing coherent operations strategy for consideration in the planning process.

Regional Mobility Program – Congestion Management - ITS

The ITS program enhancement is funded through a special grant from the Federal Highway Administration, and will be administered by Metro in partnership with the City of Portland and the TRANSPORT Committee.

The 2004 Triennial Review identified a number of improvements to the Regional Mobility Program that will be implemented in FY 2005-06 through improvements to the RTP and through activities at the TRANSPORT Committee.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives for FY 2005-06 include:

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system
- Develop criteria for ranking congestion hot spots. Prepare a ranked list of proposed congestion relief projects that improve movement of people and goods for review by JPACT and Metro Council
- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner
- Develop a Congestion Management System procedure manual defining data collection and publication requirements
- Develop a Regional Concept for Transportation Operations, a new tool for strengthening and guiding regional transportation operations collaboration and coordination.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The RTP Update was completed in August 2000 with two purposes: first, it had to meet requirements set forth in the state TPR. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognizes that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide "through-traffic" corridors and key-freight connections.

Regional Mobility Program – Congestion Management - ITS

The remaining congestion relief projects within the 2000 RTP were developed subject to congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel need.

In 2003, a Federal Update to the 2000 RTP was completed, with an expanded system of projects eligible for federal funding and new revenues identified for future improvements. However, the RTP is still substantially under-funded, despite new revenues.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 111,646	PL	\$ 5,591
Interfund Transfers	\$ 31,834	STP/ODOT Match	\$ 21,834
Materials & Services	\$ 4,420	ODOT Support	\$ 15,643
		Section 5303	\$ 3,000
FY07 Carryover	\$ 96,900	FHWA ITS Grant	\$ 193,800
		TriMet	\$ 2,000
		Metro	\$ 2,932
TOTAL	\$ 244,800	TOTAL	\$ 244,800

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.40
TOTAL	1.40

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE UNIFIED PLANNING WORK PROGRAM TO INCLUDE THE DEVELOPMENT OF A REGIONAL CONCEPT FOR TRANSPORTATION OPERATIONS

Date: April 21, 2005

Prepared by: Tom Kloster

The purpose of this amendment is to enable the region to enhance existing transportation operations collaboration activities across numerous jurisdictions. This project will help demonstrate appropriate situations, conditions, and organizational approaches that can be applied to developing and using a Regional Concept for Transportation Operations. Metro will work with the City of Portland and the TRANSPORT Subcommittee of TPAC to observe and assess the process and organizational approaches needed to create and use the Regional Concept for Transportation Operations, and will help mainstream the Regional Concept for Transportation Operations into a regional transportation operations practice.

The Regional Concept for Transportation Operations will serve the following purposes:

- It presents an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,
- It garners commitment from agencies and jurisdictions for a common regional approach to transportation management and operations, and
- It provides an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing a coherent operations strategy for consideration in the planning process.

BACKGROUND

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) initiated a national commitment to develop and implement computer and communication technologies to improve efficiency of existing freeway, surface street (arterial) and transit systems. The Portland-area was awarded early deployment funding by the federal highway administration to prepare a comprehensive technology inventory and implementation plan called an Advanced Traffic Management System (ATMS) Plan. As the concept of computer aided travel management evolved, the term ATMS was replaced at the federal level with Intelligent Transportation Systems, or ITS.

The regional ITS Plan was completed by DKS Associates in October 1993 and reflected input of an interagency technical committee that included representatives of ODOT, Metro and most of the region's major operating agencies including the City of Portland, Tri-Met, the Port of Portland, the three counties and many of the other smaller cities in the region and the City of Vancouver, Clark County Washington and Washington DOT. This group continued to meet after completion of the ITS Plan and worked to implement Plan recommendations on a regionwide, bi-state, cooperative basis. Eventually, the ad-hoc committee adopted the name of TRANSPORT.

As sharing of operations data and communications infrastructure has expanded within the group of agencies that comprise TransPort, the group has evolved into the multi-modal ITS services coordinating body within the greater Portland-Vancouver metropolitan area. When the early deployment phase of the federal ITS initiative moved into its present emphasis on integration of modal infrastructure systems

(MDI grants), *TransPort* submitted successful applications for funding and has been cooperatively managing implementation of priority technology integration projects in the Portland-Vancouver region. In 2005, the committee's role as the leader on ITS matters was formalized when the group was and was established as a subcommittee of TPAC.

The focus of ITS activity in Portland over the past ten years has largely been to install needed core field devices and communication systems and to perfect the computer hardware and software tools needed to integrate and optimize operation of the devices. These systems help operating agencies maintain field equipment more cheaply and minimize the severity of recurrent system congestion and to identify and rapidly respond to accidents. It is estimated that incidents, such as stalled cars and accidents, account for as much as 40 percent of typical freeway congestion. Similar events on surface streets also dramatically impact transit and freight operations. Early detection and response dramatically reduce delays attributable to such events and these are the strategies targeted by the ATMS Plan for earliest attention and sustained commitment of regional resources.

National standards have been developed to assure that ITS hardware and software tools produced by different manufactures will all be compatible. The concept is very similar to audio equipment, where the consumer is able to purchase components of a sound system from multiple manufactures, plug them into one another and have them all work together. These same kinds of interchangeability are facilitated by development of both national, regional and project scale architecture schemes. The Transportation Equity Act for the 21st Century (TEA-21) requires that all MPOs develop a regional ITS architecture and to assure that all ITS-related projects using federal funds comply with the architecture. In 2000, *TransPort* initiated consultant development of a Draft ITS Architecture. This was necessary to secure federal funds for a variety of management system integration projects for which *TransPort* had applied on behalf of the state ITS program. The committee has continued refinement of the Architecture and has developed procedures for assuring project level compatibility with the information flows and standards, which are at the heart of the concept.

The purpose of this proposed Regional Concept for Transportation Operations is to enable the region to enhance existing transportation operations collaboration activities across numerous jurisdictions by demonstrating appropriate situations, conditions, and organizational approaches where an integrated system can be implemented. The Regional Concept for Transportation Operations will:

- present an operations vision and direction for the future of transportation systems management and operations based on a holistic view of the region,
- garner commitment from agencies and jurisdictions for a common regional approach to transportation and management and operations, and
- provide an opportunity to strengthen the linkage between regional planners and managers responsible for transportation operations by providing coherent operations strategy for consideration in the planning process.

The concept will be presented to TPAC, JPACT and the Council for approval as an operating plan for the region's ITS providers at the culmination of the project. Periodic updates on the project will also be provided.

ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to this proposal.

2. **Legal Antecedents.** Metro is charged by TEA-21 with assuring compliance of all federally funded ITS activities with federal and regional ITS Architecture protocols and this responsibility would be delegated to the subcommittee.
3. **Anticipated Effects.** Establishment of a limited-duration 1.0 FTE Senior Transportation Planner at Metro (for two years) to implement the federal grant.
4. **Budget Impacts.** This position would be funded by a federal grant administrated and locally matched by the City of Portland, with Metro acting as a contractor. Metro would house the position using existing office space and equipment. Therefore, no additional effect on Metro's budget would result from adoption of this Resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF MAKING) RESOLUTION NO. 05-3588
RECOMMENDATIONS TO THE OREGON)
TRANSPORTATION COMMISSION AND TO) Introduced by Councilor Burkholder
THE WASHINGTON STATE)
TRANSPORTATION COMMISSION)
CONCERNING HIGH OCCUPANCY VEHICLE)
LANES ON INTERSTATE 5 IN THE VICINITY)
OF THE COLUMBIA RIVER)

WHEREAS, in 2000, after completion of HOV operational analysis and policy discussion, the Bi-State Transportation Committee recommended: 1) an HOV pilot project on Interstate 5 in Southwest Washington from 99th Street south to the vicinity of the Interstate Bridge across the Columbia River, 2) that because of safety and operational concerns, an HOV lane should not be pursued across the existing Interstate Bridge at that time, and that 3) a southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the design for the Delta Park project; and

WHEREAS, an Environmental Assessment of the widening of the Interstate 5 Delta Park to Lombard segment, assessing expansion from the current two lanes to three lanes, including a possible HOV lane is now underway; and,

WHEREAS, an HOV lane built in the Delta Park to Lombard segment of Interstate 5, the HOV lane would meet the minimum threshold of 500-600 eligible HOV vehicles per hour, however, the significant benefit to HOV lane users also results in significant impacts to freight mobility and other non HOV lane users; and,

WHEREAS, a managed lane, which could include some additional vehicles, including, for example, some smaller freight delivery vehicles, could more fully utilize the lane, meet needs and improve operational characteristics in the Delta Park to Lombard segment of Interstate 5; and

WHEREAS, at its March 31, 2005 meeting the Bi-State Coordination Committee, a committee comprised of elected representatives from Southwest Washington and the Metro area as well as executives of the Ports, transit and metropolitan planning organizations from both sides of the Columbia River, recommended support of operating an HOV lane in Oregon as part of the I-5 Delta Park to Lombard project, with a further recommendation that the prospects and priorities for operating the lane as a managed lane should be collaboratively explored with the State of Washington; and,

WHEREAS, in 2000 the Washington State Transportation Commission approved a pilot HOV lane in Southwest Washington on Interstate 5 between 99th Street and Mill Plain Boulevard; and

WHEREAS, on October 29, 2001, a new High Occupancy Vehicle (HOV) lane opened on Interstate 5 between 99th Street and Mill Plain Boulevard in Southwest Washington with the lane reserved between the hours of 6am and 8am for vehicles with two or more passengers (carpools, vanpools and buses) as well as motorcycles only; and

WHEREAS, criteria to evaluate the operations of the HOV lane were approved, evaluation reports were required to be completed and six reports have been finished since the HOV lane's inception; and,

WHEREAS, the latest evaluation report, the Vancouver HOV Lane Pilot Project Evaluation Report #6, concluded that five of the six criteria for HOV lane operation had been met; and,

WHEREAS, at its March 31, 2005 meeting, the Bi-State Coordination Committee recommended to the Washington State Department of Transportation to continue the pilot project for Washington's HOV lane with direction to staff to work collaboratively with Oregon to examine prospects and priorities for operating the lane in the future as a managed lane; now therefore;

BE IT RESOLVED,

1. The Metro Council and Joint Policy Advisory Committee on Transportation recommend to the Oregon Department of Transportation and the Oregon Transportation Commission that an HOV lane in Oregon be included as part of the Interstate 5/Delta Park to Lombard project and that the prospects and priorities for operating the lane as a managed lane be collaboratively examined with the State of Washington, as part of the upcoming Environmental Assessment process for this project.
2. The Metro Council Joint Policy Advisory Committee on Transportation recommend to the Washington State Department of Transportation and the Washington State Transportation Commission to continue the pilot project for Washington's HOV lane on Interstate 5 between 99th Street and Mill Plain and examine collaboratively with the State of Oregon the prospects and priorities for operating the lane in the future as a managed lane.

ADOPTED by the Metro Council this ____ day of May 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Bi-State Coordination Committee

The Bi-State Coordination Committee is chartered by member agencies to review, discuss, and make recommendations about transportation, land use, and related issues of bi-state significance.

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MEMORANDUM

TO: Bi-State Coordination Committee
FROM:  Dean Lookingbill, RTC
Mark Turpel, Metro
DATE: March 24, 2005
SUBJECT: HOV Lanes in the I-5 Corridor

BACKGROUND

The purpose of this memorandum is first to brief the Bi-State Coordination Committee in regard to the latest data available on the performance of the Vancouver I-5 HOV Pilot Project and second to discuss and to present a staff recommended action on extending the HOV lane into Oregon based on the traffic evaluations of the Delta Park/Lombard Environmental Assessment.

The bi-state coordination on the I-5 HOV Pilot Project and its extension into Oregon dates back to an April 2000 resolution by the Bi-State Transportation Committee. The key policy recommendations in the resolution stated that: 1) a southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge, 2) because of safety and operational concerns, an HOV lane should not be pursued across the existing Interstate Bridge at this time, and 3) a southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the design for the Delta Park project.

The Vancouver I-5 HOV pilot lane was opened in October of 2001. Prior to the opening of the HOV lane, RTC conducted a series of analysis and HOV policy decisions. These are outlined as follows:

- A Clark County Regional HOV System Study was completed in December 1998. The Study contained recommendations for regional HOV goals and policies and included the recommendation that the I-5 corridor should be the first facility considered for HOV implementation because of its high traffic congestion level, high transit and carpool usage, and that it would have the best travel time savings for the users of an HOV facility.
- An I-5 HOV Operational Study was completed in April of 2000. The purpose of the study was to analyze a range of options and to develop an HOV alternative that could be implemented in the I-5 corridor without replacing the Interstate Bridge and resulted in a

recommendation to implement the first phase of a bi-state HOV facility that would operate southbound on I-5 in Vancouver during the morning commute period. It was also recommended that the second phase of the southbound HOV lane, the segment in Oregon, would be implemented with the planned widening of Delta Park.

- Following the Bi-State Transportation Committee's recommendations on the I-5 HOV Operational Study recommendations, both the RTC Board and the Joint Policy Advisory Committee on Transportation (JPACT) adopted resolutions to support and implement the Vancouver segment of the I-5 HOV facility. In September of 2000, the Washington Transportation Commission also adopted a resolution in support of the Vancouver HOV lane. In October 2001, the southbound HOV lane opened in conjunction with the completion of the I-5 widening project.
- The policy objectives of the HOV project were to: 1) help manage traffic congestion, 2) make more efficient use of existing facilities by carrying more people in the HOV lane than the general purpose lanes, 3) encourage more carpools, vanpools, and transit ridership, and 4) provide travel time savings and better travel time reliability for HOV users.

A total of six evaluation reports have been conducted on the I-5 Pilot HOV lane since its opening in 2001. The Washington State Department of Transportation (WSDOT) has led the development of these reports. Eight performance goals were set prior to the opening of the HOV lane. These goals include the following:

1. Move more people in the HOV lane than in either of the adjacent general-purpose lanes.
2. Reduce peak period travel time for HOV lane users and for all users.
3. Minimize impacts to other traffic on other facilities.
4. Increase the use of carpools, vanpools, and transit.
5. Maintain safety by not increasing the accident and incident rate in the corridor during HOV lane operating periods.
6. Maintain the HOV lane's effectiveness with appropriate enforcement.
7. Maintain or improve travel time reliability for carpools, vanpools, and transit.
8. Maintain or improve public opinion.

VANCOUVER I-5 HOV LANE PILOT PROJECT: DATA REPORT #6

The complete data report is on RTC's web site at: www.rtc.wa.gov/hov/evaluation.htm. The key findings of the report are listed below.

Of the eight HOV goals established for this specific project, the Vancouver HOV pilot project is meeting six goals. The pilot project is meeting Goals 1, 3, 4, 5, 6, and 7. This is the first time the pilot project has met Goal 1 (note that the HOV lane meets the 2-hour goal, but is still carrying fewer people than either adjacent general purpose lane during the peak hour). Goal 2 contains two components. The pilot project is meeting one of the two components. No recent data has been collected to determine whether Goal 8 is being met.

- **Goal #1: Move more people per lane in the HOV lane during the AM 2-hour period than in either of the adjacent general-purpose lanes.**
 - For the first time, the Vancouver HOV lane is carrying more people per lane than either of the adjacent lanes for the 2-hour peak period. During the one-hour peak, the HOV lane carries 86% of the GP lane average.
 - The ability of the HOV lane to carry more people is constrained by the level of bus service and park-and-ride spaces provided along the corridor. This artificial cap may not be remedied for another year until the 99th Street Park-and-Ride facility is open.
 - The Vancouver HOV lane has contributed to I-5 carrying more people in fewer vehicles compared to the Baseline and is steadily increasing in demand.
- **Goal #2: Reduce peak period travel time for HOV lane users and reduce the average per-person travel time for all users.**
 - Goal 2 contains two components. First, peak hour travel times for HOV lanes users remains below the baseline, HOV travel times for the 2-hour, however, have increased compared to the baseline. Second, average per-person travel times for all users have increased during the peak period and peak hour travel periods compared to the Baseline reporting period.
- **Goal #3 Minimize impacts to other traffic in the corridor and on parallel facilities.**
 - Compared to the Baseline, the share of traffic on I-205 increased slightly. The share of traffic on Highway 99, Hazel Dell Avenue, and Lakeshore Drive decreased slightly. For all

evaluations, the share of traffic on Main Street increased compared to the Baseline, but much of the increase is likely attributable to the completion of construction at the Main Street interchange in October 2001, after the Baseline data was collected.

- Goal #4: Increase the use of carpools, vanpools, and transit.
 - The number of carpools and transit ridership has increased since the Baseline reporting period.
- Goal #5: Maintain safety by not increasing the accident and incident rate in the corridor during HOV lane operating periods.
 - The number of on-roadway and off-roadway incidents has fluctuated during each reporting period. Based on this data, it could be implied that the HOV lane has not negatively impacted corridor safety.
- Goal #6: Maintain the HOV lane's effectiveness with appropriate enforcement.
 - The 2-hour period violation rate was 12 percent during the October 2004 reporting period, a violation rate higher than prior reporting periods, while during the peak hour, the violation rate was 9 percent, virtually unchanged from the April 2004 reporting period. There is a general trend toward a higher violation rate during the 2-hour peak.
 - The national violation rate average is in the 10-15% range. The Portland HOV lane has a violation rate of 10%, which is also within the national guidelines. The Vancouver lane has a violation rate of 12%, which is well within acceptable guidelines.
 - Washington State Patrol (WSP) reduced lane enforcement after the October 2002 reporting period and has only sporadically provided an enforcement presence. In other regions, a correlation exists between the level of enforcement and the violation rate. The lack of regular enforcement is likely contributing to the increased violation rate.
- Goal #7: Maintain or improve travel time reliability for carpools, vanpools, and transit.
 - Travel times during the two-hour period for C-TRAN Route 134 (from the 134th St. Park and Ride to downtown Portland) have remained relatively constant since July 2002. The presence of the HOV lane has resulted in predictable peak period travel times for C-TRAN.

- Travel times during the peak hour for C-TRAN Route 134 have decreased compared to all prior reporting periods.
- The Vancouver HOV lane is maintaining at least 45 mph along its entire length both during peak hours and overall during the two-hour period.
- Goal #8: Maintain or improve public opinion as to the effectiveness of HOV lanes.
 - Public opinion polling was not conducted for this evaluation report. As a result, it cannot be determined whether Goal 8 is being met. Three public opinion surveys were conducted concurrent with prior evaluation reports.
 - WSDOT received less than 15 comments during the past 18 months (January 2003 to October 2004). The comments were received via e-mail and phone calls. All comments received were negative. Comments received were generally from GP lane users concerned about the perceived lack of HOV lane usage and the HOV lane violation rate as well as the impact on General Purpose lane users.

DELTA PARK/LOMBARD HOV LANE

The Oregon Department of Transportation (ODOT) is in the process of preparing an Environmental Assessment (EA) associated with widening the existing two-lane section of southbound I-5 through Delta Park in Portland to add a third travel lane. ODOT is developing this project to be consistent with state and regional policies supporting: reducing congestion, providing for a safe and balanced transportation system, maintaining freight access, mobility, and competitiveness, and improving the reliability of the transportation network. As a part of the Environmental Assessment, an HOV analysis was undertaken to examine the potential impacts and benefits of operating the third southbound lane as an AM peak-period HOV lane.

The evaluation measures and performance goals for the I-5 Delta Park HOV analysis are consistent with those used in previous studies and evaluations of HOV in the I-5 corridor.

Findings From the I-5 Delta Park HOV Analysis

- If an HOV lane were to be built today in the Delta Park/Lombard section of I-5 and the current mode splits remained static, the potential exists that an HOV lane would meet the minimum threshold of 500-600 eligible HOV vehicles per hour in the HOV lane. However, the HOV lane in this case would not be carrying as many persons per hour as either of the general-purpose lanes.

From this we have concluded that if a lane were in place today, we would be getting similar performance results to the existing I-5 southbound HOV lane in Washington.

- HOV modeling for 2025 indicates that the presence of an HOV lane in Oregon, in combination with the existing Washington HOV lane, would result in measurable shift from drive-alone to carpooling, vanpooling, and transit. All performance goals for the lane would be met.
- In 2025, HOV users are estimated to travel between SR 500 and I-84 approximately 12 minutes faster than the users of the adjacent general-purpose lanes. Average vehicle occupancy is estimated to be approximately 1.41 persons per vehicle, compared to 1.25 persons per vehicle without an HOV lane. The presence of an HOV lane in both Oregon and Washington also results in the highest overall persons per lane per hour; approximately 100 persons more per hour than without HOV. HOV users save approximately 6 minutes in their trip between SR 500 and I-84 compared to no HOV in the I-5 corridor.
- While the HOV lane would provide significant benefits for users of the lane, the trade-off is substantially increased travel times and traffic back-ups for SOV and freight.
- HOV modeling indicates that in 2025, vehicles in the general purpose lanes will experience travel times that are approximately 12 minutes longer than the HOV lane and approximately 6 minutes longer than if no HOV were provided in the corridor (travel times are between SR 500 and I-84). Approximately 1000 fewer vehicles will move through the corridor in the AM peak hour. Traffic analysis indicates that there will be significant queuing in Vancouver on I-5, SR 500, and SR 14 with an HOV lane in the I-5 corridor compared to no HOV lane in the corridor. As a result of the queuing and congestion, the morning peak period is expected to last longer than it would without an HOV lane, further impacting the freight users of the corridor.
- In a policy context, providing an HOV lane in the corridor rather than a general-purpose lane is consistent with regional, statewide, and federal goals and policies. However, the increase in overall travel time adversely affects freight mobility and serves to increase congestion overall, which is not consistent with regional, state, and federal policies.

DICSUSSION - CONCLUSIONS

As was mentioned earlier, Washington and Oregon have a variety of state and regional transportation policies that guide the management and operation of I-5. These policies generally support a safe, efficient, and balanced transportation system for all users including freight movement and alternative mode movement. As Washington and Oregon move forward over the next few months, recommendations/feedback from the Bi-State Committee on the future of the HOV lane in the I-5 corridor is desired. Bi-state staff, with the input from a national expert on HOV lanes, has examined evaluation findings for the current Washington HOV lane and the proposed Oregon HOV lane. To be consistent with the state and regional policies, it is proposed that the region consider operating the third southbound lane on I-5 as a managed lane with HOV use as its first priority. Staff are making this recommendation given the excess capacity that ODOT expects in the HOV lane in its early years of operation, the excess capacity that currently exists in the Washington HOV lane, and the significant difference in benefits to HOV users and impacts to general purpose users that are forecast to occur as the region grows.

Key Discussion Points

- A managed lane is a lane that is operated to maximize the effectiveness of the freeway corridor consistent with the policy objectives of the state and region.
- Managing a lane in the I-5 corridor would involve allowing HOV and other user groups to travel in a lane that would have a reasonable time advantage compared to the general purpose lanes. A managed lane would also reduce the impact on the general-purpose lanes and provide for improved person and vehicle throughput compared to HOV-only use.
- Moving to a managed lane would have a particular benefit to freight movement, as the lane and the corridor as a whole would be managed to ensure that disproportionate impacts do not occur for this class of user.
- Moving towards a managed lane would require proactively evaluating the use of the lane over time and changing policies for the use of the lane as needed to achieve lane and corridor performance goals.

- Ideas for other user groups that the region may want to consider allowing into the managed lane include: hybrid vehicles, small delivery trucks, and toll-paying SOVs.
- Regardless of how the lane is managed, for HOVs only or with the addition of other user groups, enforcement of the lane is a significant issue. A commitment to enforcing the lane will be needed to ensure the long-term success of the managed lane.

Recommended Action

Possible recommended action by the Bi-State Coordinating Committee on the existing Washington and proposed Oregon HOV lanes could be as follows:

- Existing Washington HOV Lane: Recommend to the RTC and WSDOT to continue the pilot project for Washington's HOV lane with direction to staff to work collaboratively with Oregon to examine prospects and priorities for operating the lane in the future as a managed lane.
- Proposed Oregon HOV Lane: Recommend to JPACT and ODOT support of operating an HOV lane in Oregon as a part of the I-5 Delta Park project with direction to staff to work collaboratively with Washington to examine prospects and priorities for operating the lane as a managed lane. (Note: Final decisions about HOV will be made as a part of the Environmental Assessment process.)

M E M O R A N D U M

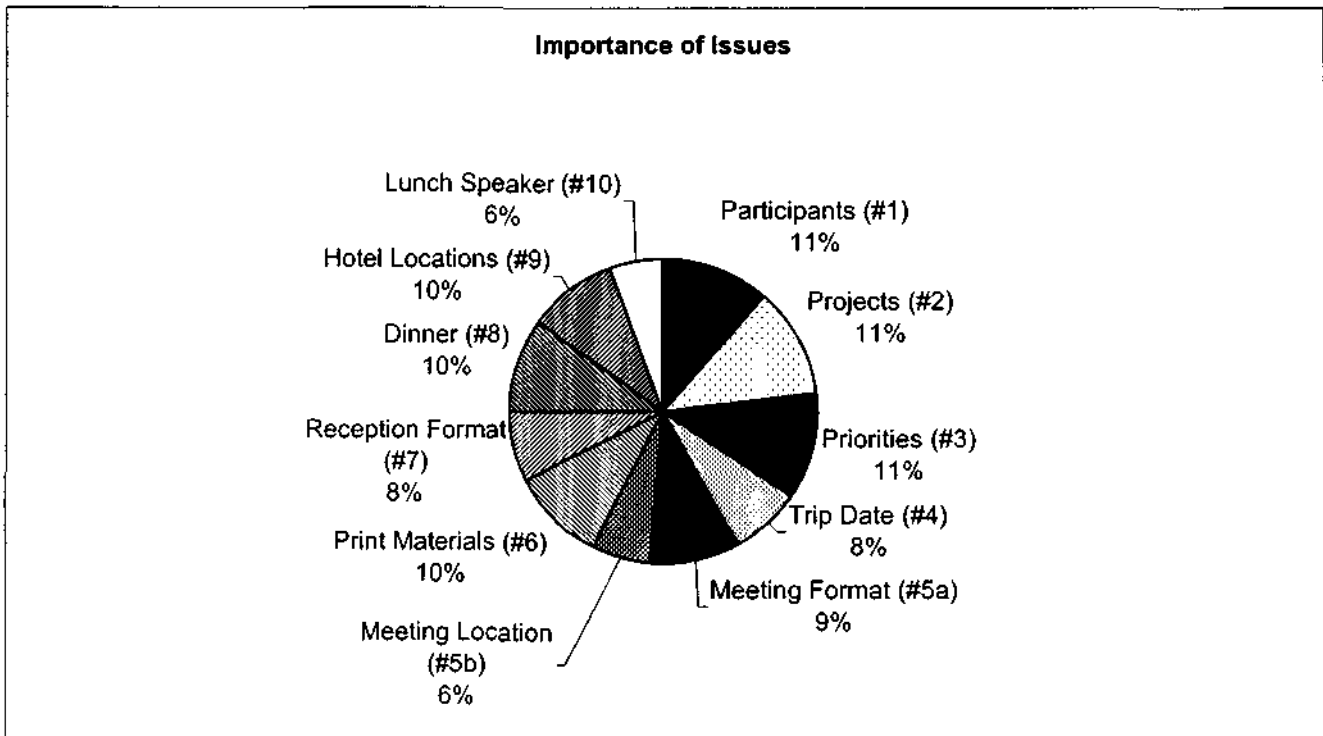
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930



METRO

DATE: May 12, 2005
TO: JPACT Members and Alternates
FROM: Andy Cotugno
RE: Washington, D.C. Lobby Trip Survey Results

PARTICIPANTS: 4 JPACT Members and 2 Alternates responded to the survey.



RANKING – (in order of importance):

QUESTION	SUBJECT
Question #1	Participants
Question #2	Projects
Question #3	Priorities
Question #8	Dinner
Question #9	Hotel Locations
Question #6	Print Materials
Question #5a	Meeting Format
Question #7	Reception Format
Question #4	Trip Date
Question #5b	Meeting Location
Question #10	Lunch Speaker

COMMENTS:

Question #1 Re: Participants *Are there too many participants? Should the number of attendees be limited?*

I'm not crazy about limiting the numbers - we should be able to make our points to our federal elected leaders. – Rob Drake

We might just want to keep it to the members of JPACT and not have alternates and other elected officials unless the member can't attend. We should still allow major stakeholders to come such as OHSU or a business such as Oregon Steel. I think it lends an air of legitimacy to have them along working on the same REGIONAL issues. – Lynn Peterson

No, I believe that it shows unity. – James Bernard

Yes. Should be limited to about 15. – Roy Rogers

Yes. A representative of each prioritized project, plus two Metro representatives should total 10 people. Then add 1-2 people from each major jurisdiction for a total of 15. – Tom Brian

Question #2 Re: Projects *Are there too many projects? Should there be a smaller list or some statement of priorities among the projects?*

We should be able to make our points, regardless of numbers. – Rob Drake

What would be nice is to have the top priority projects and "if there is an opportunity to fund other" list. The priority list should be done in consultation with the staff from D.C. – Lynn Peterson

No, I cannot imagine not asking for as much as we possibly can and leave things on the table that our representatives in DC might feel some connection. – James Bernard

Yes. Should be limited to about 8 +/- . – Roy Rogers

We should emphasize the top 6-8 projects +/- . For March 2005 we had no priorities and staff of MOC's were mentioning it. One key staff, looking at the thick books and size of group said "this really is of no help to us whatsoever." – Tom Brian

Question #3 Re: Priorities *Next year will not be a reauthorization year, so opportunities for earmarking through appropriations will be much more limited. Should we be more targeted in our priorities?*

Still, people can lay the groundwork for future years. – Rob Drake

Yes. – Lynn Peterson

No, for the same reason as #2. – James Bernard

Yes. – Roy Rogers

Yes. – Tom Brian

Question #4 Re: Trip Date *Should the trip date be moved to mid-February (this would be more timely relative to the appropriations process and avoid the high traffic week around The National League of Cities and National Assoc. of Counties Conferences)?*

Either way. – Rob Drake

Saves money - one trip. – Bill Kennemer

Yes. – Lynn Peterson

No, budgets are tight and this affords communities the opportunity to attend both. – James Bernard

Yes. – Roy Rogers

Yes. – Tom Brian

Question #5a Re: Meeting Format *Does the meeting/presentation format with each individual Congressional representative work?*

I think we can tailor as we do now which seems to be slightly different from year to year depending on representative's moods and issues. – Lynn Peterson

Yes, it's better for some and not so good for others. – James Bernard

Yes - if we limit participants and enable a "conversation." – Roy Rogers

Yes - with reduced number of participants. – Tom Brian

Question #5b Re: Meeting Location *Alternatively, should we locate in a single room providing the Congressional representatives an opportunity to "drop-in" at their convenience?*

No, don't count on them showing up. A set appointment in their offices seems to make better sense. – Rob Drake

I think we should try and see how that works. – Lynn Peterson

No, this limits the chance that we would be able to meet. – James Bernard

No. Too random and uncertain. May have slightly different messages for different congressmen. – Roy Rogers

No. Need more structure and guaranteed one-on-one (or group one-on-one). – Tom Brian

Question #6 Re: Print Materials *Were our print materials appropriate*

I think the material ought to be on a CD and if hard copies are required we can print them up and send them later. – Lynn Peterson

Yes, well organized and easy to follow. – James Bernard

No - too voluminous - that type of material should be shipped to staff in advance - have 2-4 page summary for members. – Roy Rogers

Way too much. Provide any bulk material necessary to MOC staff. Provide 2-3 page summary to MOC. – Tom Brian

Question #7 Re: Reception Format *Did the reception format on the hill rather than in a hotel work better?*

Didn't Attend. – Rob Drake

I attended the California delegation reception upstairs from ours and it was pretty swanky and well attended (100s of people). I like having it on the hill, but the room should be slightly bigger and there should be places to sit around small tables. – Lynn Peterson

Yes, easier access. – James Bernard

Yes. – Roy Rogers

Yes, fine. – Tom Brian

Question #8 Re: Dinner *Should we reinstate the dinner?*

Always nice to buy a meal and share ideas in a more relaxed atmosphere. They are human too and enjoy relaxation. – Rob Drake

Good opportunity to visit informally with staff. – Bill Kennemer

Yes. – Lynn Peterson

No, very costly and poor attendance. I would ask their staff if it is more valuable. – James Bernard

No. Have a full reception - skip the dinner. Roy Rogers

No. A feeding frenzy for MOC staff mostly - Have a nice reception, and call it good. – Tom Brian

Question #9 Re: Reception Format *Did the reception format on the hill rather than in a hotel work better?*

Either way, but it is nice to interact. – Rob Drake

No. – Lynn Peterson

Yes. – James Bernard

I doubt it will be possible - but knowing ASAP where folks are heading would be helpful. – Roy Rogers

Yes, mainly by encouraging folks to register early and share info early. Most folks are going to look for rates, then convene fairly personal decision - so will be difficult to undertake. – Tom Brian

Question #10 Re: Lunch Speaker *Did the reception format on the hill rather than in a hotel work better?*

Did not attend. – Rob Drake

I would think that we should have a speaker at the dinner if we could rather than mid-day on the hill. I would like to have the President of Amtrak or someone on the Board of Amtrak speak, or Tom Downs from the ENO Foundation speak...he worked with Neil Goldschmidt. Someone who works the hill all the time and could inspire us. – Lynn Peterson

Yes. – James Bernard

If we have someone really interesting or key in the process. – Roy Rogers

Misc. Comments

While I want to be a team player, I really can't haul another 10 lbs of materials from building to building....please please please put it on a CD! – Lynn Peterson

Every year we talk about changing this process and not letting some people attend. We should be focusing on tuning the process and not eliminating attendance. I think the staff does a great job organizing the event and providing the material. The pre-trip meeting is very valuable. – James Bernard

Thank you for asking. We need discipline in setting priorities for this trip and limiting participants to about 15. – Roy Rogers

Thank you for listening. The size of group has been a growing problem and the lack of discipline in selecting regional not local priorities. Folks can lobby their own projects all they want - but they should not be part of the JPACT presentation. – Tom Brian

METRO COUNCIL

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1546 | FAX 503 797 1793



METRO

May 3, 2005

Lane Shetterly, Director
Department of Land Conservation and Development
635 Capitol Street NE
Suite 150
Salem 97301-2540

Dear Mr. Shetterly:

Thank you for meeting with us regarding the recent action taken by the Land Conservation and Development Commission (LCDC) amending the Transportation Planning Rule (TPR). Along with other local governments in the Portland region and in other communities across the state, Metro has strong concerns about the potential unintended consequences of the interchange management section of the TPR amendments.

While we support efforts to protect interchanges from overdevelopment with strip commercial and big box retail, we are concerned that the Commission's effort to protect interchanges will inadvertently undermine plans for compact, mixed-use centers in urban areas. Broad concern about the effect of these amendments on urban areas was expressed at the March 16 LCDC meeting by several local governments, including Metro. We appreciate your hearing these concerns reiterated at our recent meeting and working with us to address them.

This letter is intended to memorialize our discussion, and specifically, to lay out our understanding of the next steps in this process. Craig Greenleaf, ODOT Planning Manager, was present at that meeting in addition to you and members of your staff. Here are the options that Metro believes essential in remedying the recent LCDC action:

- 1) In the short term, the Oregon Department of Transportation must/should commit to timely adoption of guidelines to implement the new rule language regarding interchange management. These policies need to

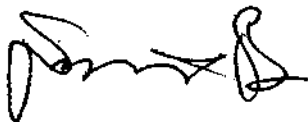
support compact, mixed-used development in interchange areas, such as that envisioned in Metro's 2040 Growth Concept.

- 2) In the longer term, Metro reserves the right to petition the Commission to strike or modify this new amendment if we conclude that its implementation conflicts with the adopted and acknowledged goals of the 2040 Growth Concept, Metro Regional Transportation Plan and Regional Framework Plan.

In the meantime, we also commit to working in good faith with the Oregon Transportation Commission and the Department of Transportation to address our concerns within the regulatory framework. Our staff is also participating on the LCDC's technical work group that is currently reviewing other sections of the TPR, but could be a resource for the LCDC, should the Commission choose to revisit the interchange management provisions.

Thank you again for your efforts to resolve this issue.

Sincerely,



David Bragdon
Council President



Rex Burkholder
Councilor, JPACT Chair

Copy: Land Conservation and Development Commission
Oregon Transportation Commission
Joint Policy Advisory Committee on Transportation
Metro Policy Advisory Committee
Oregon MPO Consortium
League of Oregon Cities

MEETING TOPIC:

370 A/B

Overlook Hse. / 200

3:5pm Dept. gathering

8-5 full day retreat

NO

ATTENDEES

	7-8	7-15	7-22	7-29	7-11	7-18	7-25
Andy	← one day CRC workshop	CRC	CRC	ALMS RAGG PIR	✓	Sunrise PRC 12-2	✓
Bridget							
Chris D.							
Dennis	✓	✓	✓	✓	✓	✓	✓
Dick W.	✓	✓	✓	✓	✓	✓	✓
Jenny K.	✓	✓	✓	✓	✓	✓	✓
Dick B	✓		✓		✓	✓	
Richard B	✓	✓	✓	TPAC ✓	✓	✓	✓
Ross R							
Tom K.							
Robin M.							
Phil W.							

MEETING DATE _____

MEETING TIME _____

MEETING PLACE _____



Attendance

May 10, 2005

Mr. Rex Burkholder, Chair
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2763

Dear Rex:

I am requesting that Olivia Clark, Executive Director of Governmental Affairs be appointed as TriMet's alternate representative for the Joint Policy Advisory Committee on Transportation (JPACT) meeting on Thursday, May 12, 2005. This is necessary because both Neil McFarlane and myself are not available on this date.

I appreciate your assistance.

Sincerely,

A handwritten signature in black ink that reads "Fred Hansen". The signature is written in a cursive style with a long horizontal line extending from the start of the name.

Fred Hansen
General Manager



Fax

To: Rex Burkholder
Andy Cotugno

From: Fred Hansen

FAX: 503-797-1793
503-797-1930

Phone: 503-962-4830

Pages: 2

Date: May 11, 2005

Subject : Alternate for JPACT

Urgent For Review Please Comment Please Reply Please Recycle

Comments:

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COMMITTEE TITLE: JPACT

DATE: May 12, 2005

<u>NAME</u>	<u>AFFILIATION</u>
✓ Dave Williams	PARAMERIA
✓ JIM BERNARD	MILWAUKEE
✓ KATHLEEN HARRINGTON	CITIZEN WA, CO.
✓ Sonathan Schlueter	Westside Economic Alliance
✓ Karen Schilling	Mult. Co.
✓ Tom Markgraf	CRC
✓ Jeff Dulin	Cornelius City Council
✓ John Gilliam	City of Portland
✓ Jack Seybold	Metro
✓ Ron Papsdorf	City of Gresham
Amelia Porterfield	Metro
Kathryn Schulte	Metro
Tom Kloster	Metro
✓ Rob DeGroot	ODOD
✓ Tom Miller	City of Portland
Nancy Kraushaar	City of Oregon City
Bill Bush	Metro
Kiran Linnaye	TriMet
✓ Sam Adams	City of Pdx
Roy Rogers	Wash Cty.
✓ Kaine Smith	ODOT
	Metro

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
SIGN - IN SHEET**

May 12, 2005

NAME	JURISDICTION	INITIALS
✓ Chair Rex Burkholder	Metro Council	
✓ Vice Chair Rod Park	Metro Council	
✓ Commissioner Sam Adams	City of Portland	
<i>Mayor Tom Potter</i>	<i>City of Portland</i>	
✓ Mayor Rob Drake	City of Beaverton, representing Cities of Washington Co.	
<i>Mayor Lou Ogden</i>	<i>City of Tualatin, representing Cities of Washington Co.</i>	
✓ Mr. Matthew Garrett	ODOT - Region 1	
<i>Ms. Robin McArthur</i>	<i>ODOT - Region 1 (Lainie Smith)</i>	
Ms. Stephanie Hallock	Oregon Dept. of Environmental Quality (DEQ)	
✓ Mr. Dick Pedersen	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<i>Ms. Annette Liebe</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<i>Mr. Andy Ginsburg</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
Mr. Fred Hansen	TriMet	
<i>Mr. Neil McFarlane</i>	<i>TriMet (Olivia Clark)</i>	
✓ Commissioner Bill Kennemer	Clackamas County	
<i>Commissioner Martha Schrader</i>	<i>Clackamas County</i>	
Councilor Steve Owens	City of Fairview, representing Cities of Multnomah Co.	
✓ Councilor Dave Shields	<i>City of Gresham, representing Cities of Multnomah Co.</i>	
✓ Councilor Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas Co.	
<i>Mayor James Bernard</i>	<i>City of Milwaukie, representing Cities of Clackamas Co.</i>	
✓ Mayor Royce Pollard	City of Vancouver	
<i>Mr. Dean Lookingbill</i>	<i>SW Washington RTC</i>	
✓ Commissioner Roy Rogers	Washington County	
<i>Commissioner Tom Brian</i>	<i>Washington County</i>	
✓ Commissioner Maria Rojo de Steffey	Multnomah County	
<i>Commissioner Lonnie Roberts</i>	<i>Multnomah County</i>	
✓ Commissioner Steve Stuart	Clark County	
<i>Mr. Peter Capell</i>	<i>Clark County</i>	
Mr. Don Wagner	Washington State Dept. of Transportation (WSDOT)	
✓ Mr. Doug Ficco	<i>Washington State Dept. of Transportation (WSDOT)</i>	
Mr. Bill Wyatt	Port of Portland	
✓ Ms. Susie Lahsene	<i>Port of Portland</i>	
<i>Commissioner Jay Waldron</i>	<i>Port of Portland</i>	