A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736

METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: **TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

DATE: **August 25, 2006**

TIME: **9:30 A.M.**

PLACE: **Rooms 370A/B, Metro Regional Center**

9:30 AM	1.		Call to Order and Declaration of a Quorum	Robin McArthur
9:30 AM	2.		Citizen communications to TPAC on non-agenda items	Robin McArthur
9:35 AM	3.	*	Approval of July 28, 2006 Minutes	Robin McArthur
9:35 AM	4.		Future Agenda Items • RTO Vanpool Program Update (September) • Willamette River Bridges (anytime) • Cost of Congestion Update • Damascus Concept Plan • Freight Data Collection • New Look Updates • Columbia River Crossing Updates	Robin McArthur
9:40 AM	5.	#	Regional Freight Plan Update – INFORMATION	Deena Platman
10:00 AM	6.	*	RTO Committee Structure – DISCUSSION	Pam Peck & Jon Makler
10:15 AM	7.	*	RTP Update: Defining Outcomes - INFORMATION	Tom Kloster & Jon Makler
11:00 AM	8.	#	MTIP Review of Draft Technical Scores/First Cut List – INFORMATION	Ted Leybold
12:00 AM	9.		ADJOURN	Robin McArthur

* Material available electronically. Please call 503-797-1916 for a paper copy
** Material to be emailed at a later date.
# Material provided at meeting.
All material will be available at the meeting.

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

METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE
July 28, 2006

Metro Regional Center

MEMBERS PRESENT	AFFILIATION
Frank Angelo	Citizen
Scott Bricker	Citizen
Greg DiLoreto	Citizen
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Phil Selinger	TriMet
Rian Windsheimer	Oregon Department of Transportation (ODOT – Region 1)
Paul Smith	City of Portland
Ron Weinman	Clackamas County
Jonathan Young	FHWA

MEMBERS ABSENT	AFFILIATION
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Leland Johnson	Citizen
Susie Lahsene	Port of Portland
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, representing Cities of Washington County
Karen Schilling	Multnomah County
Mike Williams	Washington State Department of Transportation (WSDOT)

ALTERNATES PRESENT	AFFILIATION
Danielle Cowan	City of Wilsonville
Lynda David	SW Washington RTC
Jim Galloway	City of Troutdale, representing Cities of Multnomah County
Sorin Garber	Citizen
Steven Matthews	Washington State Department of Transportation (WSDOT)
Robin McCaffrey	Port of Portland
Margaret Middleton	City of Beaverton, representing Cities of Washington County
Andy Back	Washington County

GUESTS PRESENT	AFFILIATION
Alison Winter	Multnomah County
Alex Campbell	City of Milwaukie
Derek Robbins	City of Forest Grove

STAFF

Andy Cotugno, Kim Ellis, Jodi Kotrilik, Ted Leybold, Jon Makler, Jessica Martin,

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:35a.m.

CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

INPUT ON FUTURE AGENDA ITEMS

Due to time constraints, the committee did not discuss future agenda items.

MINUTES OF JUNE 30, 2006 MEETING

ACTION TAKEN: Mr. Greg DiLoreto moved and Mr. Frank Angelo seconded the motion to approve the June 30, 2006 meeting minutes. Hearing no objections, the motion passed.

TRANSPORTATION OPERATIONS PROGRAM UPDATE

Mr. Jon Makler appeared before the committee to present an update on the Transportation Operations Program (TOP). He directed the committees attention to the TOP update for June (included in the meeting record). He provided an update from the July TransPort committee, in which members shared their priorities for outcomes (system performance, safety) and the data needs associated with certain performance measures (travel time, reliability) on the arterial network (included as part of the meeting record). The committee discussed the identified priorities and Mr. Makler requested changes/additions be directed to him.

REGIONAL TRANSPORTATION PLAN UPDATE

Ms. Kim Ellis appeared before the committee and presented an update on the Regional Transportation Plan. She directed the committee's attention to a memo (included as part of the meeting record). The 2035 Regional Transportation Plan (RTP) work program call for an analysis of the 2005 Base Year, 2035 No-Build and 2035 Base Case during August and September 2006. Metro is currently in the process of updating our network. Ms. Ellis stressed the importance of having local governments and ODOT provide input on the way network attributes as well as on recently completed projects to establish the best base possible. In addition to the analysis of these networks, these base networks will also be used to create new RTP future year networks in 2007.

Metro travel forecasting staff prepared a number of PDF files that contain plots of the 2005 Base Year Network and the 2035 Base Case Network. Ms. Ellis asked that committee members have their modeling staff review those files, located on Metro's FTP site, and provide edits to her by Wednesday, August 2nd.

TRIMET TRANSIT INVESTMENT PLAN

Mr. Phil Selinger appeared before the committee to present TriMet's Transit Investment Plan (TIP). His PowerPoint presentation included information on the following:

- Regional Transit Priorities
- The Total Transit System
- Elements of Service Development
- Regional High Capacity Transit
- Frequent Service
- Future Development
- MTIP Support of the TIP
- Measuring Effectiveness

The committee discussed additional priority treatments being considered including queue jump signal for busses and curb extensions.

Mr. Paul Smith noted the very tight revenue period and the competition for additional and new revenue streams. He questioned how to integrate long-term needs in the RTP. Mr. Selinger responded that that is a question for everyone. He added that bus service is flat on the development side and they are cutting out less productive services to optimize resources.

Mr. Cotugno stated that last month as part of the Streetcar approval, the Work Program issue of competing priorities for the future including Milwaukie Light Rail and other service. He asked if Mr. Selinger wanted to take the TIP to JPACT. Mr. Selinger replied that it had been done in the past, and he would be willing to do so if requested.

Mr. Andy Back inquired about frequent service and asked how it is determined that the service is warranted in a specific area versus trying to distribute it evenly so that all citizens paying taxes receive the service.

2005 OBLIGATION REPORT

Ms. Jodi Kotrilik appeared before the committee and presented the 2005 Obligation Report for the Metropolitan Transportation Improvement Program (MTIP). The report lists the Metro area projects for which Federal funds have been obligated. She noted that the report is in a different format this time reflecting the additional emphasis on bike and ped projects by showing them in bold print. She clarified that funds shown in parenthesis indicate that an agency has requested the funds be "de-obligated" from a project. This can occur when the recipient agency decides not to proceed spending funds on a project that has obligated funds or when the agency completes a project for less funding than originally obligated.

Mr. Jon Young requested that the projects that have bike and ped elements also be noted in bold print. He asked that the projects that are purely bike and ped be noted in the description.

Mr. Cotugno inquired as to whether the list included ODOT's obligations. Ms. Kotrilik responded that while the list does look thin, the projects listed were the only ones ODOT provided.

MTIP APPLICATIONS / PROCESS

Mr. Ted Leybold appeared before the committee to present information on the update process. Applications from the jurisdictions have been received for the priority process. He directed the committee's attention to the summary of the applications received (included as part of the meeting record). Metro staff is in the process of organizing the technical evaluations and will be sending a "save the date" notice for an August 14th meeting in order to review the draft technical evaluation. At the August 25th meeting, TPAC will be presented with the draft technical scores.

Mr. Back asked when a category for a project might be changed. Mr. Leybold noted that the scores would be reviewed at the August 14th meeting. If a project did not score well due to the category, that would be the time to recommend a change.

Mr. Paul Smith noted two changes on page 2. The Morrison Bridge Rehab project is a Multnomah County, not a City of Portland project and the dollars in the project cost and grant request columns must be switched for Sullivan's Gulch project.

OTHER BUSINESS

Chair Cotugno welcomed and introduced Mr. Rian Windsheimer, new committee member representing ODOT Region 1.

ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 11:33a.m.
Respectfully submitted,

Jessica Martin
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR June 30, 2006
The following have been included as part of the official public record:

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
*	**III**	Minutes	6/30/06	TPAC Meeting Minutes of June 30, 2006	072806-TPAC-01
*	**V**	Information Sheet	June 2006	To: TPAC From: Jon Makler Re: TOP Monthly Update	072806-TPAC-02
**	**V**	Information Sheet	7/28/06	To: TPAC From: Jon Makler Re: Portland Regional Vision for the Future of Traveler Information – Version 2.3	072806-TPAC-03
*	**VI**	Memo	7/19/06	To: TPAC From: Kim Ellis Re: Review of 2005 Base Year and 2035 Base Case Networks	072806-TPAC-04
**	**VI**	Brochure	June 2006	Information sheet on 2035 Regional Transportation Plan	072806-TPAC-05
	VII	Power Point	N/A	To: TPAC From: Phil Selinger Re: TriMet Transit Investment Plan	072806-TPAC-06
*	**VIII**	Report	July 2006	To: TPAC From: Ted Leybold Re: 2005 Project Obligation Report	072806-TPAC-07
*	**IX**	Memo	7/20/06	To: TPAC From: Ted Leybold Re: Summary of Candidate Projects for 2007 Transportation Priorities Funding	072806-TPAC-08

* Included in packet
**Distributed at meeting

M E M O R A N D U M

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

METRO

Date: August 17, 2006
To: TPAC
From: Pamela Peck, Metro Regional Travel Options Program
Re: ***RTO bylaws discussion***

Background
The Transportation Policy Advisory Committee (TPAC) requested updated bylaws for the Regional Travel Options (RTO) Subcommittee in 2005. In addition, the new structure of the RTO program created the need to determine how to best meet the oversight needs of the revised program. This memo summarizes the current challenges and outlines a two-part concept for addressing them. TPAC feedback at this idea stage will help shape the subsequent proposal, which will likely be presented as an action item at the September TPAC meeting.

Current subcommittee structure issues
Discussions with subcommittee members, senior managers and staff identified the following issues with the current subcommittee structure and bylaws, these include:

- Lack of linkage between RTO Subcommittee members and Transportation Policy Alternatives Committee (TPAC) representatives.
- Inadequate budgetary authority among RTO subcommittee members and concerns about perceived conflicts of interest in funding decision-making.
- The number of committees/working groups (five but soon to be six) takes staff time away from direct program implementation and is a source of participant burnout for subcommittee members.
- Desire to integrate Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) in support of TPAC decision-making and RTP development.

Proposed Solution, Part One: Reorganization
To address the principal concerns noted above, staff proposes to elevate the stature of the RTO Subcommittee by seeking members with greater budgetary authority within their own organizations. Such members would also create more of a peer dynamic with their TPAC counterparts, enhancing the linkage between RTO and TPAC.

continued on next page

To address the workload/burnout issue, the sub-structure would be based on working groups, with fixed membership and regular meetings (Marketing, TMA Directors, Rideshare) and task forces, with fixed memberships and meetings on an as-needed basis (Evaluation and Grant Scoring).

Proposed Solution, Part Two: Integration

In response to the last issue raised concerning the subcommittee bylaws, Metro has begun to work in earnest within the last year on the issue of Transportation System Management Operations. TSMO includes using Intelligent Transportation Systems (ITS) and other strategies to optimize the performance of existing transportation infrastructure and increase travel time reliability.

TransPort is TPAC's subcommittee on issues related to ITS but there is no body designed to or expected to provide TPAC with guidance related to TSMO, especially in regard to policy issues. It is the sense among Metro staff who work on TDM and TSMO that this is an opportunity to achieve the desired integration. It is also important to point out that the merging of the issues would not influence the funding currently allocated by TPAC to RTO projects.

Conclusion

Ultimately, this proposal envisions a single "Transportation Management Partnership" with the authority to make credible funding allocation decisions, to facilitate meaningful dialogue about TDM and TSMO policy, and to provide an effective linkage between working groups/task forces and TPAC. As part of this integration, the existing TransPort ITS subcommittee would become a working group of the Partnership.

Next Steps

Our intent is to present TPAC with an action item at its September meeting. Any feedback offered at the August meeting (discussion item) will help shape the resolution. During the fall, as we move forward, we will work with TPAC members to identify and recruit membership of the Partnership. We plan to hold an orientation meeting in the late Fall and the first business meeting in January. (One implication of this timeline is that the existing RTO Subcommittee would make the funding allocations for the FY08-11 MTIP and grant awards.)

M E M O R A N D U M

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

METRO

DATE: August 18, 2006

TO: TPAC and Interested Persons

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Integrating An Outcomes-Based Approach to Update the Regional Transportation Plan

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Background

The Metro Council directed the 2035 Regional Transportation Plan (RTP) update to incorporate an outcomes-based approach on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

With Metro Council approval of the 2035 Regional Transportation Plan (RTP) work program on June 15, 2006, the update passed from a scoping phase (Phase 1) into a research and analysis phase (Phase 2). From the end of June through December 2006, Phase 2 of the process will focus on research and analysis that will be used to re-tool the current plan's policies to better implement the 2040 Growth Concept and to address new policy issues that have emerged since the last major update in 2000, including the New Look policy direction. The research will include an analysis of current regional transportation system conditions and financial, transportation, land use, environmental and economic/demographic trends.

The last major update to the RTP was completed in August 2000, and was the culmination of a 4-year effort to reorganize the plan to serve as a catalyst to implement the 2040 Growth Concept. The policy component of that update expanded the scope of the plan accordingly to include a broad range of new land use and transportation considerations. While this element of the RTP continues to closely reflect the region's latest thinking on 2040 implementation, the current update will require refinements to RTP policy to reflect the New Look effort and other policy gaps that have emerged since 2000.

This memo describes a recommended approach to guide RTP research and policy development, and targeted stakeholder engagement activities during Phase 2 to address identified policy gaps and integration of an outcomes-based framework to support those activities. During Phase 3, the

updated RTP policies and outcomes-based framework will guide the RTP investment solicitation, prioritization and evaluation process from February to June 2007.

New Look Policy Elements

The Council has identified a series of policy elements that reflect Council priorities for the New Look effort, all of which have policy implications for the RTP update. **Attachment 1** summarizes the New Look policy elements.

Within the Council's framework, all regional urbanization decisions, including infrastructure finance and transportation investments, should reinforce growth in centers, corridors and employment areas. In addition, the region will support and facilitate, when warranted, expansions of the urban growth boundary to develop vibrant new communities and employment areas, while balancing new development with the protection of the region's agricultural industry and important natural areas. They include the following:

1. Focus policies, fiscal resources and taxation tools to stimulate development in centers, corridors and employment areas.

2. Coordinate growth with neighboring communities/affected jurisdictions.

3. Base urban growth boundary expansion decisions on urban performance.

4. Designate and plan urban reserves.

5. Designate and protect key areas that should not be urbanized.

6. Prioritize and invest in transportation improvements that support efficient development and strengthen the economy.

The update to the RTP goals and objectives (Chapter 1 RTP Policy) will focus on reframing the current plan to incorporate all of these New Look policy elements and provide a more direct relationship to the 2040 fundamentals into the plan as part of developing an "outcomes-based" plan.

Other Policy Gaps

Since the 2000 RTP was adopted, several new trends have emerged that are not encompassed by the New Look framework, and will be considered as part of the policy update to the RTP during Phase 2. They include the following:

1. **Transportation Equity** - This policy area includes the general equity of the RTP in providing access to the transportation system for the all residents in the region, and the concept of "environmental justice," which is a systematic approach to ensure that minority and traditionally underserved populations, such as the elderly and people with disabilities, are considered in developing an equitable plan.

2. **Healthy Environment** - This policy area would consolidate existing policies that support protecting the environment, such as Green Streets and the Regional Travel Options program, under a broad concept of system sustainability. The expanded concept would

also include the new element of "active living," an emerging approach to planning that seeks to foster physical activity in daily living through urban design. For transportation plans, this new element would also include the idea of considering public health benefits as part of evaluating transportation policies and improvements.

3. **Transportation Security** - The September 11, 2001 terrorist attacks have triggered an array of new security considerations for critical infrastructure, public transportation facilities and public spaces that are not considered in the RTP. This new policy area would provide a context for considering transportation security in the planning process, and would be consolidated with existing transportation safety policies. This component would address growing traveler perceptions of risks involved in using public transportation or public spaces.

4. **Highway Reliability** - The 2000 RTP included a transitional policy for highway level-of-service that recognized the increasingly limited utility of this measure as a tool for sizing the regional highway system. This update will likely require the level-of-service policy to be replaced with a family of performance measures that better reflect the New Look vision and financial realities in the region. However, such a shift in policy will also require a new approach to providing mobility and reliability on segments of the highway system that are most important to goods movement and providing access to ports and industrial areas. The resulting policy will focus on new operational strategies for providing mobility in select corridors, and managing congestion on all facilities.

5. **Transportation Marketing** - Since the adoption of the 2000 RTP, the region's Regional Travel Operations program has undergone a major transition to a new focus on marketing. This emphasis would be reflected in the updated demand management policies, and integrated with the highway reliability policies where commuting and goods movement competes for capacity.

6. **Fiscal Stewardship** - Since the adoption of the 2000 RTP, declining federal and state dollars for transportation (no increase in federal or state gas tax since 1993) have combined with an aging transportation system in need of maintenance and growing uncertainty about energy supply and prices to create a need to update the RTP in a different manner to better the face these realities. This new policy emphasis would address these realities in a manner that stewardship of the public infrastructure would ensure that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.

7. **Governance** – Geographic changes in the region are outpacing current governance structures further complicating the multi-jurisdictional roles and responsibilities that exist for planning, operating and funding the region’s transportation system. This new policy emphasis would address the efficient integration of land use, infrastructure and transportation investments on a wider geographic scale and the role of public-public and public-private partnerships in the equitable provision of public services.

The RTP research and policy analysis, and targeted stakeholder engagement activities will focus on these new policy areas and evaluating overall progress toward meeting the 2040 Growth Concept Vision using the outcomes-based framework described in the next section.

Recommended Outcomes-Based Framework

This section describes a recommended framework and vocabulary that is consistent with Council discussions during the RTP scoping phase and, more recently, as part of developing of the New Look policy elements. The values and desired outcomes of the public are very important, and the decision-making process will focus on those values and outcomes. The framework relies on the eight 2040 Fundamentals *(broadly defined desired outcomes that the residents of the region value)* to serve as the broad umbrella to focus the scope of what the New Look scenarios and RTP update will evaluate.

OUTCOMES			INPUTS
2040 Fundamentals *Broad outcomes that frame the regional vision for growth beyond the plan horizon.*	Goals *Long-term specific desired outcomes for implementing the 2040 vision beyond the plan horizon.*	Objectives *Shorter-term, measurable outcomes that are desired within the 25-year plan horizon.*	Actions *Planning, regulations, programs, projects, investments and coordination that achieve the objectives.*
• Healthy economy • Efficient development • Environmental health • Transportation choices • Equal access and safety for all people • Vibrant communities • Fiscal stewardship	*To be developed*	*To be developed*	*To be developed*

More specific goals (*specific desired outcomes*) and key objectives (*evaluation measures)* will be identified to quantitatively analyze performance of the RTP to assess the degree to which policies *(actions)* are achieving the 2040 Growth Concept goals as embodied in the 2040 Fundamentals. **Attachment 2** applies this framework to organize the current RTP goals (*Chapter 1 policies*) for reference.

Next Steps

The 2040 Fundamentals-based framework will be used in conjunction with the results of the RTP research, policy evaluation and targeted outreach to re-organize the current RTP and its associated policies to create an updated plan that is affordable, realistic and better reflects public priorities. There may be other policy gaps that will emerge as part of the systems background work that is already underway, and these will be incorporated into the effort.

The process will lead to updated RTP *goals* and *objectives* that are reorganized under the 2040 Fundamentals umbrella and a report on the State of Transportation in the region by early 2007. With JPACT, MPAC and Council approval, the updated goals and objectives will then be used to guide the RTP investment solicitation, prioritization and evaluation process from February to June 2007. **Attachment 3** shows a general timeline for this work.

ATTACHMENT 1

DRAFT – 7/31/06: Track Changes

New Look at Regional Choices: Proposed Policy Elements

DISCUSSION DRAFT

OBECTIVE: All regional urbanization decisions (e.g., urban growth boundary, infrastructure finance, transportation, investments) should reinforce growth in centers, corridors, and employment areas. Within this framework, the region will support and facilitate, when warranted, expansions of the urban growth boundary to develop vibrant new communities and employment areas, while balancing new development with the protection of the region's agricultural industry and important natural areas.

Note: The implementation of these policies will be carried out by multiple jurisdictions rather than controlled exclusively by the Metro Council. The Metro Council will be one implementer and will also play a role in developing best practices, creating new financing mechanisms, and working collaboratively to encourage widespread use of these tools.

1. **Focus Policies, Fiscal Resources and Taxation Tools to Stimulate Development in Centers, Corridors and Employment Areas.**

   Policy Position:
   - Public and private resources should be channeled into redevelopment and retrofitting of existing urban areas to meet changing demographic, employment, urban service and economic demands.
   - The old way of financing infrastructure (i.e., huge subsidies from the federal government for roads, sewers, water) is no longer viable. We need to create new ways to finance infrastructure to reinforce what we want to accomplish.
   - Incentives (including removing regulatory obstacles) are needed to encourage and direct development in centers, corridors and employment areas.
   - We want to protect existing residential neighborhoods.

   Questions:
   - What should the Metro Council do to build the political support necessary to accomplish this throughout the region?
   - Should staff focus on solely on creating incentives (and removing disincentives such as regulatory barriers) to development or also pursue regulation?

   To Be Determined By End Of Year:
   - Identify new tools/revenue sources and broaden the use of existing tools to finance infrastructure and investment in centers.
   - Identify mechanisms to coordinate and increase levels of fiscal resources.
   - Identify how to expand Brownfield Program to identify parcels in centers, corridors and employment areas, target them for clean-up efforts, and create incentives to develop.
   - Identify level of public investment needed to stimulate private investment.

- Identify ways to direct existing resources (e.g., MTIP) to centers, corridors, and employment areas.
- Identify regulatory barriers to good growth.
- What public subsidies currently exist to stimulate development in centers, corridors, and employment areas and how does that compare with other urban area development?
- Assess existing capacity for both jobs and housing within the UGB.
- Evaluate investment strategies to recommend approaches that are most effective in stimulating development in centers, corridors, and employment areas.
- How does taxation affect our urban form and what, if anything, should we do differently (e.g., tax-base sharing).
- Assess infrastructure needs and develop strategy to support Region 2040.
- Determine legislative agenda.

DISCUSSION DRAFT

2. **Coordinate Growth With Neighboring Communities/Affected Jurisdictions:** Explicit coordination with neighbor communities and jurisdictions including Oregon Department of Transportation, Department of Land Conservation and Development, Oregon Economic and Community Development Department on how to accommodate growth is needed to mutually inform decisions to designate urban reserves, support rural/agricultural activities, and define long-term transportation connections or green belt separations.

Policy Position:

- The purpose of coordinating with neighboring cities is to agree on ways to collectively achieve shared goals and outcomes.
- The purpose of coordinating with other agencies is to make sure decisions they make reinforce our regional goals.

Questions:

- Does this notion of coordination include jobs as well as housing (e.g., this is an issue relative to Clark County because it has implications for the Columbia River Crossing Study)?
- Should "Metro area" resources be used to stimulate growth in neighbor cities when it appears to reinforce centers, corridors, and employment areas within the Metro boundary?
- Should "Metro area" transportation dollars be used to create the appropriate connections to neighbor cities?
- What agreements are needed to establish certainty and follow through on commitments?

To Be Determined By End of Year:

- Identify mechanisms for coordinating decisions among affected jurisdictions (e.g., coordinating Metropolitan Planning Organizations) .
- Determine if a legislative agenda is warranted.
- Model the effects of moving a larger than historical proportion of regional growth to neighboring cities.

DISCUSSION DRAFT

3. **Base UGB Expansion Decisions on Urban Performance:** Decisions to draw down urban reserves should be tied to efficient development within the UGB and reinforce development in centers, corridors, and employment areas.

Policy Position:

- UGB decisions should reinforce Region 2040 Fundamentals. Specifically, decisions to draw down urban reserves should be based on a reasonable range of population and employment forecasts and tied to efficient development within the UGB. These decisions should reinforce development in centers, corridors, and employment areas.
- The current arbitrary timeline for reevaluating and expanding the UGB should be extended to enable the region to focus more on making land within the boundary ready for development.

Questions:

- What is the appropriate meter to use to determine future urbanization (e.g., certain level of development inside UGB, planned urban reserves, prospect of infrastructure financing, governance)?
- How should this process be linked with commitments for additional fiscal resources?

To be determined by the end of this year:

- Appropriate meter to use to determine future urbanization that considers both qualitative and quantitative factors
- Appropriate lead time for urbanization to respond to market needs and to support redevelopment and retrofit of existing urban areas.
- Legislative agenda: pursue legislation if necessary to carry out this element. In particular, current law prescribes the use of historical data with a limited ability to be aspirational. It also prescribes a land use decision making hierarchy focused on protecting farm land.
- Identify the pros and cons of establishing an administrative process for UGB decisions.
- Evaluate alternate methods for performance-based UGB expansions that include varying the twenty-year land supply requirement, and recommend approaches that most effectively promote an efficient urban form.

4. Designate and Plan Urban Reserves: Designating urban reserves can provide direction regarding how to address household and job needs over the long term. Over time, this should offer greater predictability for landowners and reduce the level of controversy associated with urban growth boundary expansion decisions.

Policy Position:

- Urban reserves should be designated in areas that present the best opportunities for urbanization, reinforce existing centers and corridors, and protect important agricultural land or natural features. The supply of planned urban reserves could then be drawn down for urbanization as needed.
- Concept planning should be completed in urban reserves areas before those areas are brought inside the UGB.
- Urban reserves should only be established if adequate protections are put in place to protect forestry, agriculture and natural areas outside the UGB.

Questions:

- Under what conditions should urban reserves be designated (e.g., linked with agricultural preserves and hard edges)?
- Is it necessary to pursue changes to the land hierarchy in order to effectively implement urban reserves?
- Once urban reserve areas are established, how can they be managed so as not to raise expectations to prematurely urbanize?
- Should a plan for financing needed infrastructure be required prior to bringing land into the UGB?
- How should natural resources be addressed in urban reserve areas?

To be determined by end of year:

- Suggested criteria for establishing urban reserves.
- Illustrations depicting the general location of possible urban reserves including potential conflicts with agricultural reserves and natural resource areas.
- Prototypes that illustrate how governance, land use and infrastructure finance issues should be factored into urban reserve decisions.
- Determine if a legislative strategy is warranted.
- Model the effects of alternative approaches for urban reserves.

5. Designate and Protect Key Areas That Should Not Be Urbanized: Critical agricultural and natural areas should be designated as locations where the region will not urbanize. The designation should link to a commitment to policy and financial tools and strategies that support successful farming, forestry, rural lifestyles, and natural resource protection and reduce urbanization pressures.

Policy Position:

- Protection of resources outside the UGB will require a combination of tools such as outright purchase, easements, creating hard edges, , incentives and regulations to protect the agricultural industry, streams and watersheds. Legislation will also be needed.

Questions:

- Under what conditions should the region work to establish agricultural reserves?
- Under what conditions should the region work to establish protected natural resource areas?
- Under what conditions should the region work to establish protections for forestry?

To be determined by the end of the year:

- Criteria for protecting agricultural industry.
- Criteria for protecting natural areas.
- Criteria for protecting forestry.
- Conceptually illustrate which areas are most appropriate to urbanize, preserve for agricultural industry and protect for natural resources (illustrative concepts depicting choices).
- Identify possible tools to protect these areas over the long term. These tools will involve multiple jurisdictions and must be legally enforcable
- Broad strategies to protect the agricultural industry.
- How does BM 37 affect our strategy for urban reserves, agricultural reserves, and natural area protection?
- Determine legislative strategy.
- Model the effects of alternate approaches to resource protection.

6. Prioritize and Invest in Transportation Improvements that Support Efficient Development and Strengthen the Economy:

Policy Position:

- Transportation improvements have a profound effect on land use patterns, livability and economic development.
- Land use patterns have an effect on the transportation system. The way in which we develop, therefore can either obviate the need for, reinforce, or undermine the public's investment in transportation infrastructure. Consequently, land use and transportation decisions must be integrally linked.
- The old ways of financing transportation improvements (i.e., large subsidies from the federal government, state gas tax) are not as viable.
- The update process should raise these issues in a way that provides clear choices to implement Region 2040 and result in more strategic, cost-effective transportation investments

Questions:

- How should the region measure performance of the system; what outcomes are we trying to achieve (safety, mobility, access)?
- What new revenue sources are the most realistic to pursue?
- What transportation outcomes are most important given limited funding?

To be determined by end of the year:

- State of the region transportation report.
- Public priorities and desired outcomes for the regional transportation system.
- See agreement on transportation revenue forecast.
- Illustrations depicting where current (and different) policies take us (e.g. if we build the RTP, will it look like Region 2040; does a different investment strategy get us more "bang for the buck"?).
- How to implement "performance based transportation investments"?
- Legislative agenda: pursue dollars for transportation.
- Analyze differing impacts of transportation alternatives upon land-use patterns and development in centers and corridors.

ATTACHMENT 2

2035 Regional Transportation Plan – Integrating An Outcomes-Based Approach

OUTCOMES			INPUTS
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
Healthy economy	**Policy 15.0. Regional Freight System** Provide efficient, cost-effective and safe movement of freight in and through the region. **Policy 15.1. Regional Freight System Investments** Protect and enhance public and private investments in the freight network.	*To be developed using 2004 RTP objectives as a starting point (amended to become measurable objectives/performance measures)*	*To be developed using 2004 RTP objectives and implementation strategies as a starting point*
Efficient development	**Policy 3.0. Urban Form** Facilitate implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the 2040 Growth Concept. **Policy 18.0. Transportation System Management** Use transportation system management techniques to optimize performance of the region's transportation systems. Mobility will be emphasized on corridor segments between 2040 Growth Concept primary land-use components. Access and livability will be emphasized within such designations. Selection of appropriate transportation system techniques will be according to the functional classification of corridor segments. **Policy 19.1. Regional Parking Management** Manage and optimize the efficient use of public and commercial parking in the central city, regional centers, town centers, main streets and employment centers to support the 2040 Growth Concept and related RTP policies and objectives.		
Environmental health	**Policy 7.0. The Natural Environment** Protect the region's natural environment. **Policy 8.0. Water Quality** Protect the region's water quality. **Policy 9.0. Clean Air** Protect and enhance air quality so that as growth occurs, human health and visibility of the Cascades and the Coast Range from within the region is maintained. **Policy 10.0. Energy Efficiency** Design transportation systems that promote efficient use of energy.		

OUTCOMES			INPUTS
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
Transportation choices	**Policy 11.0. Regional Street Design** Design regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts. **Policy 12.0. Local Street Design** Design local street systems to complement planned land uses and to reduce dependence on major streets for local circulation, consistent with Section 6.4.5 in Chapter 6 of this plan. **Policy 13.0. Regional Motor Vehicle System** Provide a regional motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provide mobility within and through the region. **Policy 14.0. Regional Public Transportation System** Provide an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept, consistent with Figures 1.15 and 1.16. **Policy 14.3. Regional Public Transportation Performance** Provide transit service that is fast, reliable and has competitive travel times compared to the automobile. **Policy 16.0. Regional Bicycle System Connectivity** Provide a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines. **Policy 16.1. Regional Bicycle System Mode Share and Accessibility** Increase the bicycle mode share throughout the region and improve bicycle access to the region's public transportation system. **Policy 17.0. Regional Pedestrian System** Design the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users. **Policy 17.1. Pedestrian Mode Share** Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land-use patterns, designs and densities.		

OUTCOMES			INPUTS
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
	Policy 17.2. Regional Pedestrian Access and Connectivity Provide direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects. **Policy 19.0. Regional Transportation Demand Management** Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options.		
Equal access and safety for all people	**Policy 1.0. Public Involvement** Provide complete information, timely public notice, full public access to key decisions and support broad-based, early and continuing involvement of the public in all aspects of the transportation planning process that is consistent with Metro's adopted local public involvement policy for transportation planning **Policy 5.0. Barrier-Free Transportation** Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly and disabled. **Policy 5.1 Interim Job Access and Reverse Commute Policy** Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services. **Policy 6.0. Transportation Safety and Education** Improve the safety of the transportation system. Encourage bicyclists, motorists and pedestrians to share the road safely. **Policy 14.1. Public Transportation System Awareness and Education** Expand the amount of information available about public transportation to allow more people to use the system. **Policy 14.2. Public Transportation Safety and Environmental Impacts** Continue efforts to make public transportation an environmentally-friendly and safe form of motorized transportation. **Policy 14.4 Special Needs Public Transportation** Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and		

OUTCOMES			INPUTS
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
	support implementation of the 2040 Growth Concept. **Policy 14.5 Special Needs Public Transportation** Provide a seamless and coordinate public transportation system for the special needs population. **Policy 14.6 Special Needs Public Transportation** Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities. **Policy 20.3. Transportation Safety** Anticipate and address system deficiencies that threaten the safety of the traveling public in the implementation of the RTP.		
Vibrant communities	**Policy 4.0. Consistency Between Land-use and Transportation Planning** Ensure the identified function, design, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land-use patterns. **Policy 20.1. 2040 Growth Concept Implementation** Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.		
Fiscal stewardship	**Policy 2.0. Intergovernmental Coordination** Coordinate among the local, regional and state jurisdictions that own and operate the region's transportation system to better provide for state and regional transportation needs. **Policy 19.2 Peak Period Pricing** Manage and optimize the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited financial resources. **Policy 20.0. Transportation Funding** Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits. **Policy 20.2. Transportation System Maintenance and Preservation** Emphasize the maintenance, preservation and effective use of transportation infrastructure in the selection of the RTP projects and programs.		

Attachment 3

A New Look at Transportation

Phase 2: Research and Policy Development (August – December 2006)

August

Framing the New Look Outcomes

Identify New Look Policy Elements

Identify 2004 RTP Policy Gaps

September

Metro Council, JPACT and MPAC

October

Targeted Public Outreach

Discussion of regional transportation system needs, issues and desired outcomes within financial realities

Public opinion research

Stakeholder and agency workshops, CETAS briefing

November

Metro Council, JPACT and MPAC

Background Research and Policy Development

Demographic, Economic, Environmental, Finance and Travel, and Growth Trends

Safety and Security Analysis

2005 and 2035 Base Case Analysis

Environmental Justice Analysis

System/Demand Management Analysis

Road and Freight System Conditions and Reliability

Transit System Conditions

Bike and Pedestrian System Conditions

Other New Look/RTP Research

December

Regional Transportation Summit

Discussion of research and policy implications with region's elected officials and other business and community leaders

January

Metro Council, JPACT and MPAC

Draft RTP vision (updated Chapter 1)

Report on State of Transportation in the Region

RTP investment solicitation packet and evaluation criteria

Phase 3: System Development and Analysis (January – August 2007)

Existing and financially constrained revenue forecasts (Feb.-March '07)

RTP project and program investments solicitation (Feb.-March '07)

RTP investment scenarios evaluation and prioritization (April-June '07)

Compile discussion draft 2035 RTP (June-Aug. '07)

Phase 4: Adoption Process (September – November 2007)

Draft 2035 RTP released and Regional Transportation Summit (Sept. '07)

Public comment period and hearings on draft 2035 RTP (Sept.-Oct. '07)

2035 RTP Adoption, pending air quality analysis (Nov. '07)

August 17, 2006

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794

METRO

DATE: August 25, 2006

TO: TPAC Members and Interested Parties

FROM: Kim Ellis, Principal Planner

SUBJECT: Collecting Data for RTP System Conditions Report

****

Background
For the 2035 Regional Transportation Plan (RTP) Update, Metro is currently developing a System Conditions Report that will provide a snapshot of the existing transportation system. In addition to being a crucial element of the Congestion Management Process, this is also an important piece of how Metro implements the RTP, including through the Metropolitan Transportation Improvement Program (MTIP).

Data Needs
Completing the System Conditions Report depends largely on the collection and organization of data. While Metro has much of the data it needs, there are some topics that need to be addressed, especially in the road and bridge asset areas.

1. Pavement Conditions: Each jurisdiction should submit data about pavement condition of regional facilities by RTP functional classification. Metro is aware that methodology varies so please provide adequate explanation so that the data can be integrated with other jurisdictions.

2. Bridge Conditions: Each jurisdiction should submit data about bridge sufficiency ratings for regional facilities by the RTP functional classification of the roadway or transit line that the structure serves. Metro expects that all jurisdictions use the standard 1-100 scale but any comments/annotations are welcome.

Additional Input Needs
While some conditions, such as pavements and bridges, are adequately described by the data, other conditions require a combination of quantitative analysis and professional judgment. An inventory of congestion and safety conditions is essential to implementation of the RTP by identifying locations for prioritizing investment (per RTP policy 1.3.7)

3. Safety Hot Spots: Each jurisdiction should submit any data or ranking it has developed for regional facilities based on the SPIS or otherwise.

4. Congestion Hot Spots: Each jurisdiction should submit any data or ranking it has developed for regional facilities regarding the identification of priority congestion hot spots.

Next Steps
The bridge and pavement data should be submitted to Jon Makler (maklerj@metro.dst.or.us) by Monday, September 18th. Jon will also provide any clarifications/answers needed.

TPAC volunteers are also needed for an ad-hoc task force that will discuss the appropriate process for using and supplementing each local inventory of safety and congestion hot spots. We expect the task force will meet 3 times during the Fall in order to create lists/maps of target locations. We anticipate that these lists/maps will be maintained and used as part of future MTIP technical evaluations.

Materials following this page were distributed at the meeting.

Planning for Regional Freight and Goods Movement

Status Report

Transportation Policy Advisory Committee

August 25, 2006

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PEOPLE PLACES
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Why Plan?

- Respond to trends and legislation
- Better understanding of the multimodal freight transportation system
- Outcomes-based planning to answer “Where are we going?”

Collaboration

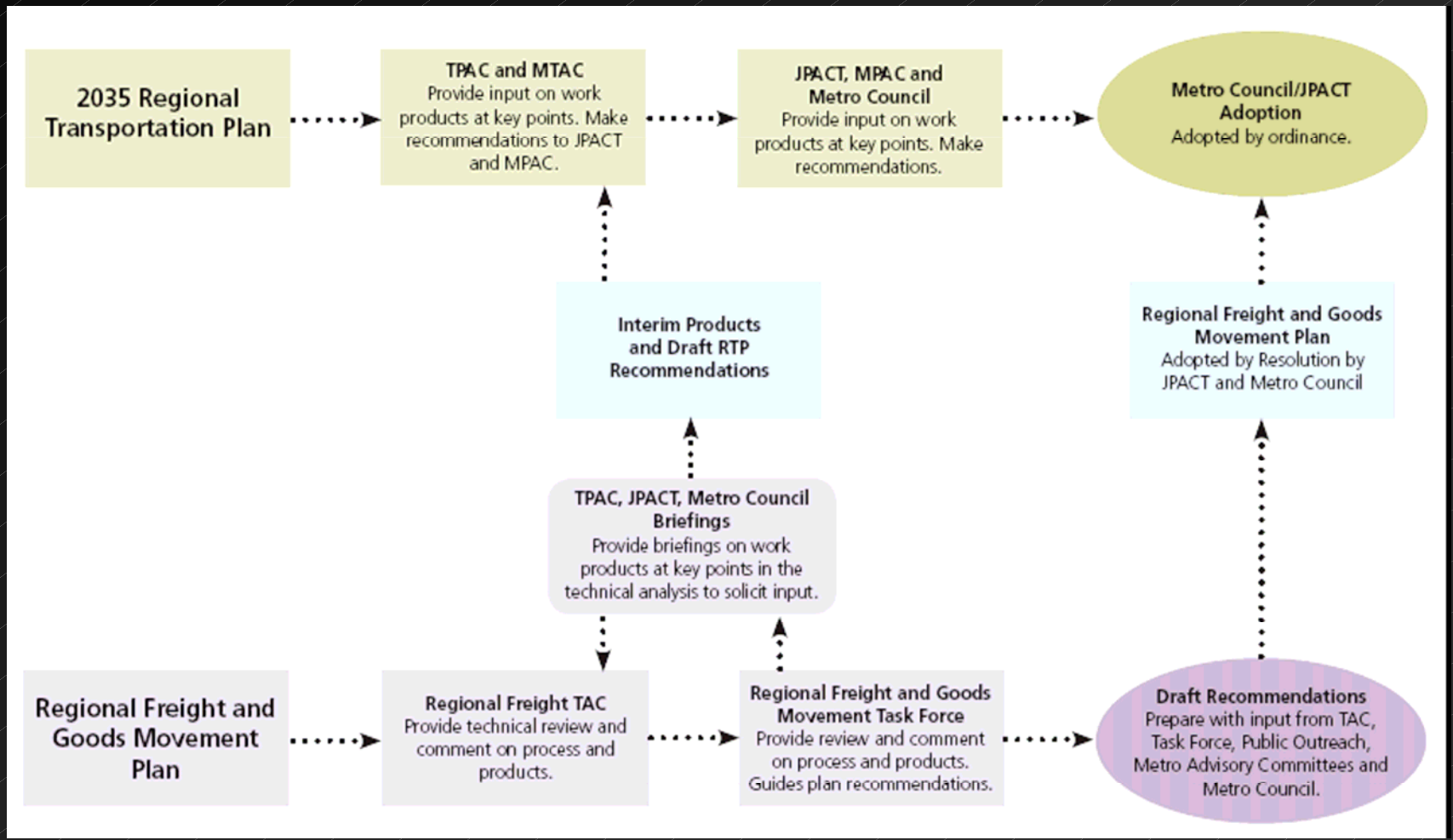
Collaboration is key to success…

- Regional Freight Technical Advisory Committee
- Regional Freight & Goods Movement Task Force
- Outreach coordination with 2035 RTP Update and New Look at Regional Choices

Relationship to RTP

- Freight Element of the RTP
  - Regional Freight System Policies
  - Regional Freight System Map
  - System improvements
  - Financing
  - Implementation actions
- Technical & Public Outreach Coordination
  - Synchronize timing of work products
  - Joint outreach activities

"PAC" Decision-making



Schedule

- Phase 1 – Discovery *Jun ’06 – Dec ’06*
  Identifying and assessing freight system conditions
- Phase 2 – Solutions *Jan ’07 – June ’07*
  Creating an action strategy for freight: policies, projects, programs
- Phase 3 – Adoption *Jun ’07 – Nov ’07*
  Finalizing plan recommendations & integrating with 2035 RTP Update

Phase 1 Update

Phase 1 – June ’06 – December ’06

Products

- Desired Outcomes Statement
- System Conditions Report
- System Assessment Report

Outreach

- Task Force meetings (4)
- TAC meetings (7)
- On-line issues survey
- RTP public opinion survey
- Stakeholder Workshops
- Stakeholder Presentations
- Agency outreach
- Web page

Questions

Contact Info:
Deena Platman – Project Manager
Platmand@metro.dst.or.us
503-797-1754

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2035 RTP Update
Phase 2: Metro Council and Advisory Committee Meetings
July 1, – December 31, 2006
Updated August 18, 2006

Date	Time/Location	Meeting	Purpose
July 12	1:30-3 p.m. ODOT Region 1	TransPORT	Informational update and outcomes discussion
July 13	10-noon Room 270	Regional Freight and Goods Movement TAC	Issues identification
July 17	1-3 p.m. Council Chambers	RTP Finance Technical Advisory Group (FINTAG)	Kick-off and begin financial analysis methodology discussion
July 20	7:30-9:00 a.m. Council Chambers	Bi-State Committee	Discuss coordination of Bi-State planning efforts
July 26	9-11 a.m. Council Chambers	Regional Freight and Goods Movement Task Force	Kick-off and begin outcomes discussion
July 29	9:30-noon Room 370 A/B	TPAC	Informational update and RTP network review request
August 9	1:30-3 p.m. ODOT Region 1	TransPORT	Discuss system conditions data needs for roadway and transit safety, operations and congestion management
August 10	10-noon Room 270	Regional Freight and Goods Movement TAC	Discuss system conditions data needs
August 10	1:30-3 p.m. Room 270	RTO Subcommittee	Informational update and discuss system conditions approach/data needs
August 16	2-5 p.m. Columbia Villa	Council work session	Discuss New Look scenarios analysis framework and outcomes framework and RTP policy gaps
August 25	9:30-noon Room 370 A/B	TPAC	Discuss outcomes/measures framework and policy gaps; roadway system conditions data request
September 6	9:30-noon Room 370A/B	MTAC	Discuss outcomes/measures framework and RTP policy gaps
September 7	7:30-9 a.m. Council Chambers	JPACT	Discuss outcomes/measures framework and RTP policy gaps
September 13	1:30-3 p.m. ODOT Region 1	TransPORT	Review system conditions data and framework for roadway and transit safety, operations and congestion management
September 13	5- 7p.m. Council chambers	MPAC	Discuss outcomes/measures framework and RTP policy gaps
September 14	10-noon Room 270	Regional Freight and Goods Movement TAC	Discussions outcomes/measures framework and freight system conditions
September 14	1-3 p.m. Room 370 A/B	Regional Quarterly Trails Meeting	Informational update; needs and issues identification
September 19	2-5 p.m. ODOT Region 1	Oregon Transportation Commission Briefing	Discuss New Look/RTP update
September 22	9:30-11 a.m. Room 501	RTP FINTAG	Review cost and revenue projections and discuss "reasonably available" funding sources (ECONW)
September 27	1-3 p.m. Council Chambers	Regional Freight and Goods Movement Task Force	TBD
September 29	9:30-noon Room 370 A/B	TPAC	System conditions update and RTP finance scenarios discussion
October 11	1-4 p.m. Council Chambers	Council work session	Discuss RTP solicitation process and evaluation criteria
October 12	10-noon Room 270	Regional Freight and Goods Movement TAC	TBD

October 25	1-3 p.m. Council Chambers	Regional Freight and Goods Movement Task Force	TBD
October 25	5 – 7 p.m. OCC	JPACT/MPAC and Mayors'/Chairs' workshop	Discuss NL/RTP update policy issues – RTP Finance Scenarios (ECONW) and other topics TBD
October 27	9:30-noon Room 370 A/B	TPAC	Informational update
November 9	7:30-9 a.m. Council Chambers	JPACT	Informational update
November 9	10-noon Room 270	Regional Freight and Goods Movement TAC	TBD
November 9	1:30-3 p.m. Room 270	RTO Subcommittee	Informational update and discuss system conditions findings/recommendations for RTO program
November 14	2:15-3:15 p.m. Council Chambers	Council work session	TBD – if needed
November 15	9:30-11:30 a.m. Room 370 A/B	MTAC	Informational update
November 15	5- 7p.m. Council chambers	MPAC	Informational update
November 16	7:30-9:00 a.m. Clark County PSC	Bi-State Committee	Informational update on RTP finance and other research
November 29	1-3 p.m. Council Chambers	Regional Freight and Goods Movement Task Force	TBD
December 1	9:30-noon Room 370 A/B	TPAC	Public priorities report and system conditions findings/recommendations for policy updates
December 6	9:30-noon Room 370 A/B	MTAC	Public priorities report and system conditions findings/recommendations for policy updates
December 12	2:15-3:15 p.m. Council Chambers	Council work session	RTP Finance Report (ECONW), Public priorities report and system conditions findings/recommendations for policy updates
December 13	5- 7p.m. Council chambers	MPAC	RTP Finance Report, Public priorities report and system conditions findings/recommendations for policy updates
December 14	7:30-9 a.m. Council Chambers	JPACT	RTP Finance Report, Public priorities report and system conditions findings/recommendations for policy updates
December 14	10-noon Room 270	Regional Freight and Goods Movement TAC	TBD

Note: These meetings are open to the public. Additional meetings may be added, as needed.

M E M O R A N D U M

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

METRO

DATE: August 24, 2006

TO: TPAC and Interested Parties

FROM: Ted Leybold, MTIP Manager

SUBJECT: Transportation Priorities 2008-11 – Draft Metro Staff Recommended First Cut List

* * * * * * *

Introduction

Following is the Metro staff recommended First Cut List of projects and programs for TPAC consideration and public comment for the Transportation Priorities 2008-11 program.

Attached to this memo are the following updated Transportation Priorities 2006-09 documents:

- Project description and summary booklet for all of the candidate applications.
- Summary of comments received and Metro staff response to comments from the August 12 meeting to review the draft technical analysis of candidate applications.
- Technical evaluation and qualitative factors summary sheet.
- Summary list of the First Cut project and programs as recommended by Metro staff.
- A draft Environmental Justice report for the 2008-11 Transportation Priorities program.
- Project calendar.

Policy Guidance for the 2008-11 Transportation Priorities Program

Program Objectives

The primary policy objective for MTIP and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support:
  - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities);
  - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas); and
  - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues;
- Complete gaps in modal systems;
- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs; and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

Factors Used to Develop Narrowing Recommendations

In developing both the first cut and final cut narrowing recommendations, Metro technical staff will consider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
  - Economic development in priority land use areas;
  - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
  - Addressing system gaps;
  - Emphasis on modes without other dedicated sources of revenue; and
  - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:
  - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
  - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and

overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:

• Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;

• Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;

• The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).

- Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.

• When considering nomination of applications to fund project development or match costs, address the following:
  - Strong potential to leverage discretionary (competitive) revenues.
  - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
  - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
• As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

Explanation of Metro Staff Project/Program Recommendations

The First Cut target amount was calculated as 150% of available funds ($68.1 million) plus one half of planning, diesel retrofit, new program proposals and project development application amounts ($6.3 million). Half of the planning, diesel retrofit and project development costs were added to the traditional First Cut target of 150% of available funds due to the new policies and administrative emphasis on project development increasing the number of these types of applications submitted in this funding cycle. As planning and project development applications are not quantitatively scored and ranked against other projects, Metro staff does not make a recommendation on further consideration of these applications until after the public comment period and further narrowing direction from JPACT and the Metro Council. However, keeping the increased number of planning and project development applications on a 150% First Cut list would have significantly decreased the number of construction applicants on the list.

Following are summaries of the projects and programs proposed for consideration of the First Cut List by project staff within each mode category.

Bike/Trail

- Five of the top six technically ranked projects were nominated for inclusion in the first cut list.

- The NE/SE 70's project is not recommended due to desire to fund projects throughout the region and its relatively large cost.

- The projects included, along with those in the Boulevard category, would meet progress needed on air quality Transportation Control Measures for miles of bicycle improvements.

- The project development applications of the Sullivan's Gulch Trail: Eastbank Esplanade to 122nd and the Westside Corridor Trail: Tualatin River to Willamette River were not technically ranked against the other bike projects and recommended for further consideration for the public comment period and to receive further direction from JPACT and the Metro Council.

Boulevard

- The top six technically ranked projects were nominated for further consideration.

- These projects, along with projects recommended in the Bike and Pedestrian categories would meet progress needed on air quality Transportation Control Measures for miles of bicycle and pedestrian improvements.

Diesel Retrofits

- As the two diesel retrofit applications have not yet been evaluated, they are recommended for further consideration through the public comment period and until Metro staff receives further policy direction from JPACT and the Metro Council. Options for evaluating these applications will be presented to JPACT and the Council.

Green Streets

- Both green street retrofit demonstration projects are recommended for further consideration as they had similar technical scores.

- The only culvert retrofit project is recommended for inclusion on the first cut list. It is the highest priority culvert retrofit on the regional inventory (approximately 150 culverts) due to amount and quality of upstream habitat potentially accessible to endangered/threatened fish species.

Freight

- The top ranked freight project is recommended for further consideration.

- As a project development activity, the Portland/Columbia intersection project is also recommended for further consideration.

- The Burgard/Lombard project is not recommended for further consideration due to its lower technical score, relatively high costs, uncertainty of future inclusion in the RTP, uncertainty of future revenue sources to pay for construction costs, and a desire to fund projects throughout the region.

Large Bridge

- The Morrison Bridge deck rehabilitation project is recommended for further consideration. While this category is not a policy emphasis for the Transportation Priorities program, funding of this project could result in cost efficiencies associated with coordinating the project with the Morrison Bridge bike/pedestrian project previously funded through the Transportation Priorities program.

Planning

As no technical evaluation of planning applications is undertaken, Metro staff recommends further consideration of planning studies until after the public comment period and after receiving further direction from JPACT and the Metro Council.

Pedestrian

- The top three technically ranked projects are recommended for further consideration on the first cut list.

- The projects included, along with those in the Boulevard category, would meet progress needed on air quality Transportation Control Measures for miles of pedestrian improvements.

- As project development and planning activities, the Fanno Creek trail Hall Boulevard crossing and the Pedestrian network analysis applications are also recommended for further consideration.

Road Capacity

- Three of the top four technically ranked road capacity projects are recommended for further consideration.

- The 190th Avenue project, while of similar technical score to the Tualatin-Sherwood Road ITS project, is not recommended for further consideration due to its relatively

high cost in a modal category that is not a policy emphasis for the Transportation Priorities program.

- As a project development activity, the Highway 217 environmental assessment application is also recommended for further consideration.

- As applications that could not be evaluated under the traditional road capacity quantitative criteria, the ITS Programmatic allocation and the Clackamas County ITS application are also recommended for further consideration through the public comment period and until Metro staff receives further policy direction from JPACT and the Metro Council.

Road Reconstruction

- The two road reconstruction projects are not recommended for further consideration. The projects are not in a modal policy emphasis for the Transportation Priorities program and did not meet the stringent criteria for providing additional funds to a previously funded project.

Regional Travel Options

- The Regional Travel Options program is recommended for further consideration at the level of funding needed to implement the programs strategic plan.

- Further consideration of an additional individualized marketing program and additional TMA support is recommended for further consideration to receive public comment period and further policy direction from JPACT and Metro Council.

Transit Oriented Development (TOD)

- All three transit oriented development applications are recommended for further consideration.

Transit

- Both transit capital project applications are recommended for further consideration.

- As project development activities, both the South Corridor Phase II PE and Tigard transit center redesign applications are recommended for further consideration through the public comment period and to receive further policy direction from JPACT and the Metro Council.

- Metro staff recommends honoring the existing commitment to repay bond debt on the I-205/Mall light rail, Wilsonville-Beaverton commuter rail and South Waterfront streetcar transit projects.

Introduction

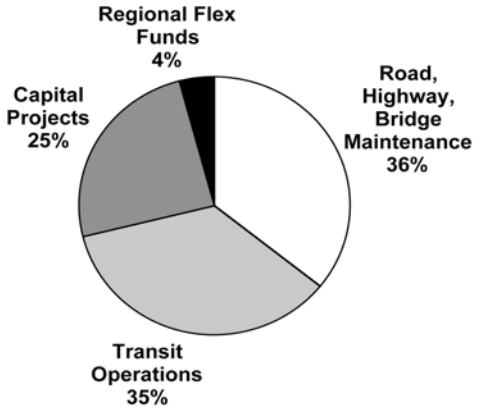
The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these regional flexible funds. Metro anticipates allocating approximately $64 million of Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) grant funds.

Summary of Transportation Spending

Approximately $630 million is spent on transportation in the Metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and service and programs to manage or reduce demand for new facilities. The following figure demonstrates how transportation funds are spent in this region.

Annual Regional Transportation Spending

$630 million



These funds have been supplemented by one-time revenues from the Oregon Transportation Investment Acts that will provide $192 in highway and bridge funds, $22 million in road capacity funds and a yet to be defined portion of $500 million statewide for highway, road and bridge projects.

Regional flexible funds represent $32 million of the annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

In March 2006, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted policy direction for the allocation of regional flexible funds. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending that these funds represent, the wide range of transportation projects eligible to use these funds and the 2040 policies to link transportation investments to land use and economic goals.

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

The Transportation Priorities 2008-11 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will only be eligible for up to 70 percent regional match (see page 8 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty points out of the possible 100 points technical evaluation score is dedicated to evaluation of the development of the land uses served by the candidate transportation project or program.
•

Transportation Priorities 2006-09 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Safe, Accountable, Flexible, Efficient Transportation Equity Act (or SAFETEA), which grants spending authority for a five-year period.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process; the Surface Transportation Program (STP) and the Congestion Management / Air Quality (CMAQ) program. Approximately $64 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2010 and 2011. Of this amount, $18.6 million has been previously committed to development of light rail in the I-205 corridor, the Beaverton-Wilsonville commuter rail project and development of the South Waterfront area in Portland. The Transportation Priorities program is a regional process that will review this previous commitment and identify which transportation projects and programs will receive the remaining $45.4 million available.

Adjustments to the previous allocation of these funds for the years 2006 and 2007 will also be made as necessitated by delays in project readiness or special appropriations affecting those years.

Type of funding available

As mentioned, regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

Surface Transportation Program funds may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately $40.1 million of the approximately $64 million available.

Congestion Mitigation / Air Quality program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately $23.9 million of the approximately $64 million available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants and project cost limits

Project applications may be submitted on behalf of eligible sponsors by: Metro, Tri-Met, SMART, Oregon DEQ, ODOT, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and Parks and Recreation Districts. Private sector and non-profit organizations must find an eligible agency partner or sponsor to apply for regional flexible funds.

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target for the maximum amount of project costs that may be submitted for funding consideration. These jurisdictions shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount. To ensure a range of projects eligible for CMAQ funding from across the region, local transportation coordinating committees may only submit road capacity, reconstruction and bridge projects that total in project cost no more than 63% of their target maximum cost for all project submissions.

Table 1. Local Agency Application Cost Maximums

Coordinating Committee	**Percent of Metro Population** (year 2002)	**Total Cost Maximum for All Applications** ($ millions)	**Total Cost Maximum for Road Capacity, Reconstruction and Bridge Applications** (63% of total)
City and Port of Portland	39.6%	$36.0	$22.7
Clackamas County and its cities	18.1%	$16.4	$10.3
East Multnomah County and its cities	9.6%	$8.0	$5.5
Washington County and its cities	32.7%	$27.3	$18.7

*Percent of Metro population * $45.4 m * 2*

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2004 Regional Transportation Plan's financially constrained system. To make a project not currently on the financially constrained list eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council would need to approve a proposed amendment to the financially constrained project list.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general condition:

- A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the RTP financially constrained network of similar cost (+ or – 10%). The project must be determined "exempt" from air quality impacts.

For further information regarding the RTP financially constrained network project list or the determination of air quality impact exempt status, please contact Ted Leybold at 503-797-1759.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right-of-way or to construct new freeway capacity are not eligible.

Application for funding of regional transportation related programs such as planning, regional transportation options and transit-oriented development are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Vehicle facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* guidebook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* guidebook.

2. Project design must be consistent with regional functional classification system described in the 2004 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian, and bike systems. Projects that are proposed on facilities identified on these systems maps must be consistent with the associated system functions.

3. Candidate projects must be included in the Financially Constrained system of the 2004 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section “Eligible Projects.”

4. The total cost of submitted projects must be consistent with established cost targets for each coordinating committee: Clackamas County and cities, East Multnomah County and cities, City and Port of Portland, Washington County and cities.

5. The applicant jurisdiction is in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance or has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.

6. Statement that the project is deliverable within the funding time frame and brief summary of anticipated project development schedule.

7. If the project includes any ITS elements, the sponsor must be able to demonstrate that the project is consistent with the requirements in the National ITS Architecture and Standards Final Rule (23 CFR Section 940), including that a systems engineering process has been or will be followed during project development.

8. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than $200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro’s requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro’ Local Public Involvement Checklist (see Attachment C of this packet).

Furthermore, any public agency nominating a project must have its governing body identify that project(s) or program, in a meeting open to the public, as their priority for application of regional flexible funds. Documentation of such action must be received by Metro staff prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Information about the technical evaluation of each candidate project or program within each mode is provided in the Appendix. Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category. For technical scores based on a high/medium/low scale, technical staff will look for clear breaks in the technical data relative to competing projects and assign a high/medium/low rating to projects.

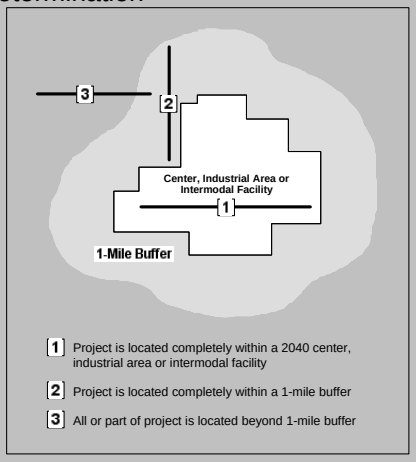
Project selection process

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may not recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration within the same modal category.

JPACT and the Metro Council will recommend projects for further consideration and public comment, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. After the public comment phase has concluded, JPACT and the Metro Council may adopt further policy direction to technical staff regarding how to develop a technical recommendation on a final list of projects and programs for JPACT/Metro Council consideration. A final recommendation by Metro staff and TPAC and selection of projects by JPACT and Metro Council within available funding revenues will then be made.

Regional Match Eligibility Summary

Figure 2. Regional Match Determination



- Bridge, Road, transit and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Boulevard, Pedestrian and TOD projects would be eligible for full regional match of 89.73% under project condition 1 above.
- Planning and bicycle projects would be eligible for full regional match of 89.73% under project conditions 1, 2 and 3.
- Other projects in these categories would be eligible for up to 70% regional match

Projects will be determined eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility). Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined below within each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. JPACT and the Metro Council make the final determination on match eligibility.

Bridge, Road Capacity, Road Reconstruction, and Transit projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a Tier I or II 2040 land-use area (other than corridors),
- projects fully within one mile of a Tier I 2040 land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility[1] if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Boulevard, Pedestrian, TOD and Green Street demonstration projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a Tier I or II 2040 land-use area.

All other projects will be eligible for up to a 70 percent regional match.

RTO:
See RTO technical evaluation sheet.

Planning and Bicycle projects
All planning and bicycle projects will be eligible for up to an 89.73% regional match.

[1] An inter-modal facility is a facility, terminal or rail yard as defined in the Regional Transportation Plan Figure 1.17.

Bike Projects

Lake Oswego Trestle Study: Milwaukie Town Center – Lk Oswego Transit Center

Project code – Bk5053			
Funding category	Bike	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	City of Lake Oswego
Funds requested	$583,245	**Total project cost**	unknown

Project development and engineering work for the preferred alternative to emerge from the planning study that will take place in 2007. The planning study will select alignments to connect the Trolley Trail and downtown Milwaukie to downtown Lake Oswego. Potential to use the existing freight rail bridge to accommodate the trail will be evaluated in the planning study. The preferred facility would allow for two-way bike/ped traffic across the river and on surface routes, preferable a minimum of 12 feet in width. Potential constraints may dictate width in some areas.

Marine Drive Bike Lanes: NE 6th to NE 185th

Project code – Bk4011			
Funding category	Boulevard	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	City of Portland
Funds requested	$1,872,800	**Total project cost**	$2,087,000

The bike lanes from NE 6th Ave to NE 28th Avenue will be 6' wide. The off-street trail will be 12' wide with 2' wide gravel shoulders. There will be 8020 linear feet (1.5 mile) of new off-street trail. The sections (#2 - #5) that slope from top to toe of level will be sloped to meet A.D.A. requirements. A lighted pedestrian crossing sign on NE Marine Drive would be added near Well #15 where existing trail on river side of the road will cross to new trail behind an existing levee.

NE/SE 50s bikeway: NE Thompson to SE Woodstock

Project code – Bk1126			
Funding category	Bike	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$1,366,000	**Total project cost**	$1,522,000

The 50's Bikeway is a 6.7-mile corridor. Of this, 2.4 miles have been developed and exist as bicycle lanes. Of the remaining 4.3 miles, 2.3 miles are to be developed with bicycle boulevard treatments and 2.0 miles are to be striped with bicycle lanes.

NE/SE 70s bikeway: NE Killingsworth to SE Clatsop

Project code – Bk1126			
Funding category	Bike	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	City of Portland
Funds requested	$3,698,000	**Total project cost**	$4,121,000

The 70's Bikeway is a 7.8-mile corridor. Of this, 0.2 miles have been striped with bicycle lanes. Of the remaining 7.6 miles, 5.3 miles will be developed with bicycle boulevard treatments and 2.3 miles are to be striped with bicycle lanes.

NE 28th Ave: E. Main Street to NE Grant Street

Project code – Bk3114			
Funding category	Bike/Pedestrian	**Location**	Washington County
Status	Not Recommended	**Sponsor**	City of Hillsboro
Funds requested	$300,000	**Total project cost**	unknown

Project development funds to develop a design option to enter final design and engineering. This existing 2-lane arterial roadway carries approximately 11,500 ADT. Roadside ditches and lack of shoulder areas provide on ability to accommodate pedestrians and bicycles other than on vehicle travel lanes. The project proposes to construct a 3-lane roadway section with 11' to 12' travel lanes, an 12' to 14' turn lane, two 6' on-street bike lanes, and two 5' sidewalks separated from travel lanes by 6' planters. Left turn lane median may be omitted and/or lanes narrowed to minimums based upon Preliminary Engineering design recommendations in order to maximize preservation of roadside mature oak trees. Bike lanes and sidewalks exist at both termini of this project, in addition to the center of the project limits where a 3-lane section including bike lanes and sidewalks were constructed as part of the Light Rail project. This work extended a sufficient distance from the track crossing in order to avoid future coordination and construction impacts to LRT operations during construction.

Rock Creek Path: Orchard Park to NW Wilkins

Project code – Bk3012			
Funding category	Bike	**Location**	Washington County
Status	Recommended First Cut	**Sponsor**	City of Hillsboro
Funds requested	$600,000	**Total project cost**	$1,500,000

Project will provide the extension of approximately 3500' of Rock Creek Regional Trail. The finished surface of the trail will be 10' wide, with 2' shoulders ("shy" areas) on either side. The trail will include 3 bridge crossings of Rock Creek, and approximately 1320' of 12' wide boardwalk. There are some slopes to be negotiated; in these places, the trail will need switchbacks, and possibly some sections of low retaining walls.

Sullivan's Gulch: Eastbank Esplanade to NE 122nd

Project code – Bk0001			
Funding category	Bike	**Location**	Regional
Status	Recommended for Fist Cut	**Sponsor**	Metro
Funds requested	$224,000	**Total project cost**	unknown

Planning work to develop an alignment and design that can be adopted on the City of Portland Comprehensive Plan. This will allow the preservation of the future trail right-of-way and trail access points as surrounding properties redevelop.

The area considered as Sullivan's Gulch includes the I-84 freeway, Tri-Met's MAX light rail line into Gresham and the airport, and the Union Pacific Railroad (UPRR). Several previous citizen and student studies have recommended creating an off-street trail somewhere on the north side of the corridor. There are some relatively inflexible points along the trail where bridges crossing the gulch can accommodate a trail. There are multiple options for nearly everything else: one or two trails; combined or separate bike and pedestrian usage, one-or two-way travel; location at top of or lower on slope; ramp and/or stairway connections to neighborhood. The goal of the study is to explore options and recommend the proposed path(s) width and location.

Trolley Trail: Arista to Glen Echo

Project code – Bk5026			
Funding category	Bike	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	North Clackamas Parks and Recreation District
Funds requested	$1,875,000	**Total project cost**	$2,095,000

Funding for construction of the final three miles of the Tolley Tail between Arista Drive in Oak Grove and downtown Gladstone.

The complete Trolley Trail is approximately 6 miles long extending from Milwaukie to Gladstone. When complete, the trail will include:

A 10 to 12 foot wide hard surface with usable soft shoulders of varying widths (2 - 4 ft, - 6 ft)
Over 20 intersection improvements to ensure safe trail crossings at existing roads
Directional and regulatory signage to orient users and inform them of trail etiquette
Public art
Trail amenities such as benches, information kiosks and garbage cans

Westside Corridor Trail: Tualatin River to Willamette River

Project code – Bk3014			
Funding category	Bike	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$300,000	**Total project cost**	unknown

A Master Plan for the Westside Corridor Trail will be the deliverable product. The trail will follow an existing BPA / PGE power line corridor mostly located in Washington County. It is approximately 17 miles long, stretching from the Tualatin River in the south to Forest Park and the Willamette River Greenway in the north. The corridor travels across three cities, two counties and a parks district. It is an average 225 feet wide, but only 25 feet (e.g. average of 10-12 feet trail width with 2 feet shoulders and including a buffer area) will be needed for the trail. The trail will serve as a commuter based trail as well as a recreational trail.

Willamette Falls Drive Bicycle and Pedestrian Improvement Project: Willamette Drive (State Highway 43) to 10th

Project code – Bk5193			
Funding category	Bike	**Location**	Clackamas County
Status	Not Recommended	**Sponsor**	City of West Linn
Funds requested	$2,987,000	**Total project cost**	$3,387,000

The existing street pavement will be widened to accommodate two bicycle lanes, each six feet wide, on either side of the roadway. A new six-foot wide sidewalk will also be constructed along the south side of the roadway.

Willamette Greenway Trail: SW Gibbs to SW Lowell

Project code – Bk5193			
Funding category	Bike	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$1,800,000	**Total project cost**	$2,006,018

The project will include two trails, one for pedestrians (10' permeable paving) and one for bicycles (12' concrete). It will also include fine grading, lighting and landscaping within a 50' wide corridor. Rough grading and hazardous material remediation will be completed before the MTIP-funded trail project, as part of the greater greenway work in the Central District or by adjacent development.

Boulevard Projects

102nd Ave.: NE Glisan to NE Stark

Project code – Bd2105			
Funding category	Boulevard	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$1,918,033	**Total project cost**	$2,137,561

The project includes the widening of sidewalks and right of way to provide 10' sidewalks with a five foot furnishing zone containing street trees, ornamental lights, colored pavers and surface stormwater facilities. The project also includes bike lanes and raised pedestrian crossings at key locations.

Boones Ferry: Red Cedar to S. of Reese Rd.

Project code – Bd6127			
Funding category	Boulevard	**Location**	Clackamas County
Status	Not Recommended	**Sponsor**	City of Lake Oswego
Funds requested	$3,490,722	**Total project cost**	$3,900,250

The transportation concept features a five-lane street cross-section (2 travel lanes in each direction) and a center landscaped median throughout the village center, green streets features, access management and u-turns at intersections, pedestrian refuges, five foot wide bicycle lanes in both directions and a 9 foot sidewalk/treewell area.

Burnside: 181st to Stark

Project code – Bd2104			
Funding category	Boulevard	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Gresham /Rockwood – West Gresham Urban Renewal District
Funds requested	$1,500,000	**Total project cost**	$4,493,509

The project builds boulevard improvements on Burnside within the heart of the Rockwood Town Center. The goal of the project is to facilitate the Goals and Objectives of the Rockwood-West Gresham Urban Renewal Plan for the triangle formed by the intersection of Burnside, 181st, and Stark, which is known as the "Rockwood Triangle." A cross section will be selected with the final decision being made as part of the design process. Any cross section would include the following minimum sidewalk configuration: North side of Burnside: 12' sidewalk, 4' paver strip. South side of Burnside: 7' sidewalk, 4' paver strip. The existing light rail corridor will remain in its current location.

Where possible, utilities will be put under ground. However, high voltage power lines on Burnside, which are located primarily on the south side of the facility, cannot be undergrounded. The light rail track area within the project limits could be improved as proposed by the adopted Rockwood-West Gresham Renewal Plan. That Plan states that track areas between 181st Avenue and 191st Avenue will be converted from gravel to paved and/or landscaped surfaces, and that appearance and safety improvements will be incorporated to the corridor.

Cross sections of three options that would be evaluated are included, and a cost estimate for one of the options (Hybrid Boulevard evaluation option) is included.

Cornelius: 10th Ave. to 19th Ave.

Project code – Bd3169			
Funding category	Boulevard	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	City of Cornelius
Funds requested	$3,231,000	**Total project cost**	$3,600,000

The project will design and construct approximately a half-mile of Regional Boulevard improvements within the existing 60-foot right-of-way of Baseline Street from 10th to 19th Avenue. Baseline is the eastbound couplet of OR8. The project termini are wholly within the Cornelius Main Street District, which is also an ODOT Special Transportation Area (STA).

The project will provide Main Street sidewalks, travel lanes, bike lanes, on-street parking, curb extensions and reduced turn radii, street trees, decorative pedestrian scale lighting and street furniture along both sides of the nine-block STA highway segment. It will replace deficient storm water drains, build an off-site treatment swale and implement driveway consolidation and access control.

The City will request ODOT permits for unsignalized pedestrian crossings at 12th and 17th Avenue and demarcation of the existing 10th, 14th and 20th Avenue crossings. Upon project completion, supported by the newly installed boulevard features, the City would request that the Oregon Speed Board reduce the posted speed limit from 35 mph to 25 mph on Baseline within the Main Street District.

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East Burnside: E 3rd to E. 14th

Project code – Bd1089			
Funding category	Boulevard	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$4,700,000	**Total project cost**	$24,451,249

Improvements include traffic signals to reduce automobile speeds on Burnside and Couch and provide safe pedestrian crossing at every intersection. The project will also eliminate one travel lane and widen the sidewalks on Burnside. Additional improvements to Burnside and Couch include full-time on-street parking, new street trees, curb extensions and pedestrian scale lighting. The project will also add a bike lane on Burnside and provide bike improvements on Davis.

Killingsworth: N. Commercial to NE MLK Jr.

Project code – Bd1221			
Funding category	Boulevard	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$1,955,200	**Total project cost**	$2,723,000

Between N Commercial and N Williams, Phase II of the Killingsworth Street Improvements Project will reconstruct sidewalks and add transit stop improvements, streetlights and street trees to improve the pedestrian environment. New street lights and trees will be carried through between N Williams and NE Martin Luther King Jr. Blvd

McLoughlin: Clackamas River to Dunes Drive; Dunes Drive, OR 99E to Clackamette Drive

Project code – Bd5134a			
Funding category	Boulevard	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	City of Oregon City
Funds requested	$2,800,000	**Total project cost**	$3,400,000

Implement McLaughlin Boulevard Enhancement Plan in project area at confluence of Willamette and Clackamas Rivers to include landscaping and storm water quality features, wider sidewalks and improved pedestrian crossings; bicycle route and lane improvements; gateway treatment; replace chain link fence along edge of highway with architectural railing; new lighting; and improved pedestrian connections to regional trail, regional park, water front, commercial and recreational transient tie-up boat dock, and skate park.

Rose Biggi: Crescent to Hall

Project code – Bd3020			
Funding category	Boulevard	**Location**	Washington County
Status	Not Recommended	**Sponsor**	City of Beaverton
Funds requested	$5,387,000	**Total project cost**	$6,004,000

Construct approximately 850 feet of boulevard-type street. Construct 504 feet with two 12-foot travel lanes, two eight-foot parking lanes, and two ten-foot sidewalks with pedestrian-scale lighting, tree wells, and Metro-approved street trees consistent with Green Streets guidelines. Upgrade 345 feet to boulevard standard with two ten-foot travel lanes, two eight-foot parking lanes, two six-foot wide sidewalks retained in order to preserve and protect existing mature Sycamore Maple trees in an existing landscape strip, and pedestrian scale lighting.

Diesel Retrofit Projects

Sierra Cascade SmartWay Technology and Outreach Center

Project code – Dr0001			
Funding category	Diesel Retrofit	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	LRAPA
Funds requested	$200,000	**Total project cost**	$300,000

Lane Regional Air Protection Agency (LRAPA) is sponsoring a project by Cascade Sierra Solutions to implement a three state effort to clean up diesel exhaust and save fuel. Portland, Oregon has been identified as one of five focus areas to establish outreach activities on the I-5 corridor. This application is for facilities only. This is a one-time cost for establishing part of the network of five outreach centers on the I-5 corridor. These centers are positioned to serve haulers of heavy freight because they are the hardest segment to reach. The centers will also be a fabulous resource for local fleets-providing expertise and financing for fuel saving and emissions-reducing technology.

In this application, LRAPA , with the assistance of Cascade Sierra Solutions (CSS) is proposing to establish an outreach center co-located with the Jubitz Truck Stop in North Portland to showcase and finance fuel-saving and emissions reducing technology (diesel retrofits) to the trucking industry. This outreach center is necessary to educate truck owners on available technology and to coordinate available incentives and low-cost lease options to make the upgrade of trucks possible. The truck owners served by this center include both over-the-road owners and local fleets. Available incentives include federal grants, tax credits, and state grant programs. Other private and corporate incentives will be actively sought after by CSS.

Upgrading trucks can result in:

· Up to 25% fuel savings

· Up to 90% reduction in diesel particulate emissions

· Up to 25% reduction in carbon monoxide

· Up to 25% reduction in carbon dioxide emissions

· up to 50% reduction in NOX (an Ozone precursor) (with best available control technology and reduced consumption of fuel)

The technology recommended by Cascade Sierra Solutions is identified by the Environmental Protection Agency's SmartWay Program (www.epa.gov/smartway).

The funding requested by this application is one-time funding needed to pay for the initial capital cost of establishing the outreach center. This funding is essential for the success of the operation. Once the center is operational, the operations of the center will be self-funded through royalties paid by the manufacturers of the equipment. The business plan for this center projects upgrading 1,000 trucks per year through 2015.

The Lane Regional Air Pollution Authority (LRAPA) has experience operating a successful lease program (Everybody Wins). LRAPA will be the applicant for this grant and "pass-thru" the funding to Cascade Sierra Solutions (CSS). CSS will staff and operate the centers. The Everybody Wins project is currently upgrading 20-30 trucks per month. Cascade Sierra Solutions was created to expand Everybody Wins to include a full I-5 corridor approach. The Environmental Protection Agency has already awarded $200,000 funding to CSS to help establish the centers. Match for the grant will be provided by manufacturers of products promoted in the CSS showcase centers. CSS has a CMAQ application pending in Medford, OR and plans to outreach centers in Seattle, Portland, Coburg, Medford, Sacramento and Los Angeles. The headquarters of CSS will be located in Coburg, Oregon.

There are two barriers that Cascade Sierra Solutions breaks down with this project:

1. LACK OF AWARENESS: The showcase demonstrates available verified technology options. Truck owners are virtually unaware of the technology that exists to improve fuel economy and reduce air pollution. The showcase employs five full-time factory trained staff to assist truck owners in maximizing the efficiency of their trucks and reducing pollution. The center provides multiple technologies and brands, all in one location with un-biased technical advisors.

2. CAPITAL COST: The showcase provides low-cost leasing to the trucking industry through revolving loan funds. The revolving loan fund is currently funded through the Oregon Department of Energy ($3.5 million). The ODOT State Infrastructure Bank will be providing an initial $3 million and the Oregon Department of Energy will be providing $2 million to expand the lease program. Cascade Sierra Solutions is applying for SIB funds in Washington and California as well. CSS will also have a leasing line of credit from a commercial bank to provide market-rate financing to truckers that do not meet the operating requirements of the SIB funds.

3. Other Benefits of this Project:

a. Jobs - There will be at least 50 direct living wage jobs created by this project. Many indirect jobs will be created as well. As many as 2,000 jobs are projected to support the increased research & development, manufacturing, installation and maintenance of this new technology.

b. Corridor Approach - This project is part of a three state effort to clean up diesel exhaust on the I-5 corridor. Cities located in urban areas and non-attainment areas on the I-5 corridor will benefit more than rural areas. The vast majority of freight hauled originates or is delivered in areas with high populations. These population centers are "destination locations" for the trucking industry. "Destination locations" are places where long-haul drivers spend the weekend living in their trucks. They stop over in these locations waiting for industries and businesses to open so that they can pick up or deliver loads. These "destination locations" are also the non-attainment areas on the I-5 corridor. Portland is one of these centers. The Jubitz Truck Stop is especially attractive to truckers because of the full range of services offered there. Using a corridor approach, all non-attainment areas on the corridor will benefit. Portland will benefit from upgrades done in Seattle, Sacramento and Los Angeles – as the trucks upgraded run I-5 routes. These trucks are the same trucks that are stuck in traffic going over the river, idling at your ports, warehouses, rest areas and truck stops.

c. Improved Community Health – EPA estimates that 70% of cancer risk nationwide is caused by exposure to diesel exhaust.

d. Saving Fuel – The fuel saved by upgrading a truck can result in a savings of up to 5,000 gallons of fuel per truck per year.

e. Saving Money – At $3 per gallon – the savings can be $15,000 per year per truck. This is a significant benefit to the trucking industry and both large and small businesses.

f. Climate change – Carbon Dioxide emissions are reduced by up to 25%.

g. Reducing Congestion – Many of the components of the Smart Way upgrade reduce weight on the vehicle. This allows for fewer trips to haul the same amount of freight. Another component of the upgrade is trip planning software. This reduces congestion by avoiding areas of high traffic and road construction

Transit Bus Diesel Engine Emission Reduction

Project code – DR8028			
Funding category	Freight	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	TriMet
Funds requested	$3,591,678	**Total project cost**	$4,002,761

The proposed project would entail installation of continuously regenerating traps (CRT) and closed crankcase ventilation filters (CCV) on some of the TriMet fixed route bus fleet. These devices would be installed on 1994 and newer buses or about 364 buses (60% of the entire fleet of 606). In conjunction with ultra low sulfur diesel (ULSD), the CRT and CCV would clean particulate matter equal to the limits mandated by the upcoming 2007 EPA regulations for new engines. While there are no current mandates to retrofit existing engines to lower emission levels, the technology exists today to meet those particulate (PM) levels in a cost effective and practical manner.

The proposed project will reduce particulates (PM), hydrocarbon (HC), and carbon monoxide (CO) on existing buses not now covered by EPA's 2007 mandated emission reduction regulations for PM and NOx. PM would be reduced by 85+%, HC by 60%, and CO by 60% (See attachment). It would have no effect on NOx emissions. In addition, it appears that many toxic air contaminants will also be dramatically reduced (see attachment). Existing older buses in TriMet's bus fleet with pre-1994 engines have already been equipped with CCV's and will not be included in this program. They will be replaced with new buses purchased after 2009 that will include both devices.

Freight Projects

82nd Ave: Southbound on-ramp and Columbia Blvd from 80th to Northbound ramp west of 82nd Ave

Project code – Fr4044			
Funding category	Freight	**Location**	Multnomah County
Status	Recommended for Fist Cut	**Sponsor**	City/Port of Portland
Funds requested	$2,000,000	**Total project cost**	$3,409,000

The project will signalize the 82nd Avenue/Columbia Boulevard southbound ramp intersection and add a lane on the ramp to create separate southbound right and left-turn lanes. Columbia Boulevard will be widened from its current three lane configuration to four vehicular lanes (including an eastbound left-turn lane) and two bicycle lanes from 80th Avenue to the terminus of the East Columbia-Lombard Street Connector, which will have the same general roadway lane configuration. This project will also extend the sidewalk from the terminus of the East Columbia-Lombard Street Connector on the north side of Columbia Boulevard west across the structure to 80th Avenue.

North Burgard-Lombard Street: North Burgard Road/Lombard street segment from North Columbia Boulevard to, and including, the Union Pacific Railroad Bridge.

Project code – Fr0001			
Funding category	Freight	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	City of Portland
Funds requested	$3,967,336	**Total project cost**	$4,421,415

The segment of North Burgard Road south of Columbia Boulevard narrows from four lanes to two lanes with limited shoulder width and sight distance. The project area includes two 90-degree turns, two bridge structures, and four intersections that serve major truck movements, located at: 1) Columbia/Lombard which provides access into the Rivergate Industrial District; 2) Time Oil Road which also provides access to Rivergate and is directly across from Northwest Container Service's main entrance, a major truck distribution center; 3) Sever Road which provides access to Schnitzer Steel, Terminal 4 and other industrial sites; and 4) North Terminal Road which also provides access to the Terminal 4 area. The adjoining intersection with North Columbia Boulevard was recently widening and signalized. The South Rivergate Railroad overpass just north of the project was also recently constructed to provide improved access to the Rivergate area. The existing bridge over an abandoned UPRR line, located just north of North Terminal Road, is scheduled for replacement in 2007 and is funded through the OTIA III program. This project would complete the last remaining segment of roadway leading into the south entrance of the Rivergate Industrial area.

Portland Road/Columbia Intersection: North Portland Road and North Columbia Boulevard intersection, the connecting on/off ramps, and the Columbia Boulevard/Burlington Northern & Santa Fe (BNSF) Railroad Bridge structure.

Project code – Fr0002			
Funding category	Freight/PD	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$538,380	**Total project cost**	$600,000

Prepare a planning and preliminary design level assessment to identify alternative alignment and design possibilities, preliminary engineering, environmental and right-of-way needs, and cost estimates to reinforce through-truck movements onto Columbia Boulevard and Portland Road. The project will also include preparing a seismic assessment of the BNSF Railroad Bridge overpass to identify structural improvement needs and associated cost estimates.]

This project will redesign the Portland Road/Columbia Boulevard intersection and connecting ramp structures to channel southbound truck traffic traveling on Portland Road onto Columbia Boulevard as the primary truck route to the Rivergate Industrial area and the St. Johns Bridge. The current configuration encourages a southbound straight-through movement, under Columbia Boulevard, from Portland Road to Columbia Way and directly through the middle of the St. Johns neighborhood via Fessenden Street and St. Louis Avenue. In addition to the intersection and ramps, this project also includes three separate Columbia Boulevard bridge structures: 1) the east and westbound bridge over Portland Road built in 1968, 2) the eastbound bridge over the BNSF Railroad Mainline built in 1909, and 3) the westbound BNSF bridge built in 1968.

Green Street Culvert Projects

Kellogg Lake Culvert: The Kellogg Lake Dam/OR 99-E bridge

Project code – GS5049			
Funding category	Green Street	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	City of Milwaukie
Funds requested	$1,054,873	**Total project cost**	$8,725,590

Design and engineering funding for removal of the box culvert and dam structure of the McLoughlin Boulevard (Hwy 99E) bridge across Kellogg Lake.

The box culvert/dam is an integral element of the bridge. It is a flat concrete structure with a fish ladder at the north end. The Corps' "environmental benefits" assessment (which is nearing completion, though not yet finalized) found fish passage is currently severely restricted under most typical flow conditions. In addition, the dam-created lake above the dam is currently of limited habitat value, in large part due to the higher temperatures caused by limited flow.

The proposed design solution includes removal of both dam and bridge, with a bridge replacement. The replacement bridge would allow the lake to drain and restore the natural hydraulic function of the creek. Replacement bridge would be designed to accommodate north-south bicycle and pedestrian traffic and a multi-use under-crossing trail.

Green Street Retrofit Projects

Cully Boulevard: NE Prescott to NE Killingsworth

Project code – GS1224			
Funding category	Green Street	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$3,207,415	**Total project cost**	$5,429,000

The Cully Boulevard Green Street Project will plan, design and rebuild NE Cully Boulevard between NE Prescott Street and NE Killingsworth Street.

Project planning and preliminary engineering, funded in a previous allocation of regional flexible funds, will analyze alternatives for the roadway with public input and involvement. Alternatives that will be explored will include:

Minimum 6-foot wide sidewalks;

Minimum 6-foot side planting strips or street tree wells with detention basins, with street trees that meet the guidelines in the Trees for Green Streets manual;

· 7 to 8-foot wide permeable pavement parking lanes;

· 8-foot wide planted bulb-out infiltration wells that take the place of the parking lanes in some places to capture stormwater runoff through modified curbs;

· 13-foot wide median swale with modified curbs to capture stormwater runoff;

· 5-foot bike lanes in each direction; and

· Two 11-foot travel lanes.

Additional items identified for the project include:

· Constructing or rebuilding street corners to tie into existing improved and unimproved side streets;

· Building intersection improvements at NE Cully / NE Prescott / NE 60th;

· Constructing street improvements on NE 60th Avenue approaching the intersection at NE Cully / NE Prescott / NE 60th;

Evaluating green street retrofit alternatives for the segment between Emerson and Killingsworth which has been built to urban standards with curb and sidewalk

Tigard Main Street Retrofit: Rail corridor to 99E

Project code – GS6050			
Funding category	Green Street	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	City of Tigard
Funds requested	$2,540,000	**Total project cost**	$3,040,000

The project provides engineering and construction for full comprehensive street redesign to retrofit the 1,400 lineal feet of the southern half of Main Street in downtown Tigard to full green street standards. This will be done in accordance with the concept design developed through the Tigard Streetscape Design project.

It includes widening of sidewalks, as well as reconstruction and reconfiguration of portions of the existing street, to create a pedestrian-friendly atmosphere. The work is the first phase of a proposed two-phase project aimed at incorporating recently developed Streetscape design standards for Main Street together with green street components. Main "green" features include redirection of stormwater runoff from a piped system to infiltration and detention devices for treatment prior to discharge, reduction of impervious surface to the maximum extent feasible, new street lighting, and planting of numerous native street trees.

Limited right-of-way acquisition primarily at intersections will be required. The finished product will improve vehicle circulation and enhance pedestrian activity throughout the street. The Phase 1 streetscape, drainage, stormwater treatments, will be designed to accommodate future Phase II improvements.

The funding requested is sufficient to fund the entire Phase 1 scope. If the project cannot be funded at the level requested, the scope can be reduced by subdividing Phase 1 into two segments with the segment from the rail corridor southwest to Fanno Creek (approximately 900 lineal feet) as the high priority for funding.

Pedestrian Projects

17th Ave Bike/Pedestrian Connector: SE Ochoco to SE Lava Drive

Project code – Pd5052			
Funding category	Pedestrian	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	City of Milwaukie
Funds requested	$1,654,742	**Total project cost**	$1,844,134

The proposed project would construct sidewalks and bike lanes on both sides of SE 17th Ave. between Lava Drive and SE Milport Road. North of Milport the project would construct a sidewalk on the west side and bike lanes on both sides, continuing to SE Ochoco Street. Improvements would include a 6 foot sidewalk, 5 foot planter (including 6" curb), and 6 foot bike lanes. Total project length is approximately .9 miles. Project would complete a gap in the pedestrian and bicycle network between the Trolley Trail and the Springwater Corridor.

Foster Woodstock: SE 87th to SE 101st

Project code – Pd1160			
Funding category	Pedestrian	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$1,930,742	**Total project cost**	$2,151,724

The project provides approximately 5,700 lineal ft of new sidewalk within the commercial core of the Lents Town Center, complete with street trees, pedestrian scale street lighting and curb extensions to improve pedestrian crossing safety. The project also restores on-street parking at select locations to improve supply and provide traffic calming.

Hall Boulevard Bike/ Ped crossing study: Fanno Creek Greenway Trail and Hall Blvd

Project code – Pd6007			
Funding category	Pedestrian	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	Tualatin Hills Park and Recreation District
Funds requested	$358,920	**Total project cost**	$400,000

This project will include completion of a planning level study of alternative bicycle and pedestrian crossing options at the intersection of the existing Fanno Creek Greenway Trail and Hall Boulevard. The study will identify several crossing alternatives, and provide a recommended crossing option.

Hood Street: SE Division to SE Powell

Project code – Pd2057			
Funding category	Pedestrian	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Gresham
Funds requested	$866,690	**Total project cost**	$988,175

The project will add a sidewalk to the east side of Hood between Division and Powell, as well as a planter strip with trees and streetlights that will separate the sidewalk from the travel lane. The project also will rebuild the intersection of 4th and Hood to improve the intersection to enhance ADA access. The project will include curb extensions and cross-walks at intersections.

Pedestrian Network Analysis

Project code – Pd8035			
Funding category	Pedestrian	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	TriMet
Funds requested	$246,757	**Total project cost**	$275,000

TriMet and the region have made significant investments in both local and regional transit. Comparable investment in the background pedestrian network has not kept pace with the transit system development (not unlike other metropolitan areas). There is no framework for selecting pedestrian and crosswalk projects that might deliver the greatest benefit for transit access or for local pedestrian-based trip making. Those benefits might be measured in several ways:

· That presents the greatest potential for attracting new transit trips;

· That best improves pedestrian safety;

· That best addresses the needs of targeted populations to include the elderly, disabled, economically disadvantaged, or school children;

· The coordinates with and leverages other public and private pedestrian infrastructure investments.

The proposed project would build on:

· The Oregon Bicycle and Pedestrian Plan, prepared by ODOT in 1995

· The Portland Pedestrian Access to Transit Project, prepared by the City of Portland in 1997,

· The Portland Pedestrian Master Plan, prepared in 1998

· The pedestrian network inventory compiled by Metro and TriMet in 2001,

· The safe crossings study conducted by Alta Planning and Design in 2002 in coordination with ODOT and TriMet,

· The pedestrian access case study conducted by TriMet in 2002 using Tigard as the case study,

· Past transit accessibility index studies prepared by Metro in coordination with TriMet.

TriMet, Metro and the City of Portland have also prepared pedestrian design guidelines in conjunction with transit and streetscape design studies. Each of these studies advanced the understanding of the condition and challenges of the region's pedestrian network, but these studies failed to provide a framework for setting priorities, programming and optimizing potential

pedestrian access projects. The greatest impediment to this needed refinement of the work was lack of staff, in light of competing demands on TriMet and Metro staff.

This proposal would provide funding for a dedicated planning and analysis position for two full years to be based at TriMet and working with Metro and other jurisdiction staff. The product of this effort would be a defined pedestrian network work program to be presented to TPAC and included potentially in the Regional Transportation Plan, TriMet's Transit Investment Plan and local Transportation Systems Plans. The work program would also fold in jurisdictional efforts to meet the requirements of the American with Disabilities Act. TriMet has heard repeatedly from its Committee on Accessible Transportation that even little gaps in the network or the lack of curb ramps will preclude their ability to use fixed route transit services.

Pine Street: Willamette Street to Sunset Blvd

Project code – Pd6117			
Funding category	Pedestrian	**Location**	Washington County
Status	Not Recommended	**Sponsor**	City of Sherwood
Funds requested	$1,100,000	**Total project cost**	$4,495,920

The project provides over 2500 linear feet of sidewalk infill, 2200 linear feet of roadway construction, street lighting, storm and sanitary sewer upgrades, one raised pedestrian crossing, marked pedestrian crossings, street striping, speed cushions, and on-street parking. Pine Street from Willamette Street to Division Street (approx 950 LF) will have 6.5' sidewalks both sides, two 12' travel lanes, and 1.5' buffers between back-of-walk and right-of-way. Pine Street from Division Street to Sunset Boulevard (approx 1300 LF) will have an 8' sidewalk on one side, one 12' travel lane (2'shey), one 10' travel lane, and 8' on-street parking. Street lighting will be added along the entire alignment. 70% of the existing alignment does not have street lighting.

Sandy Boulevard: NE Sandy Boulevard right-of-way at NE Irving Street, NE Wasco Street, NE 17th Avenue and NE 30th Avenu

Project code – Pd1120			
Funding category	Pedestrian	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	City of Portland
Funds requested	$711,746	**Total project cost**	$793,208

Construct pedestrian improvements along NE Sandy Boulevard between NE 17th Avenue and NE Wasco Street to increase pedestrian safety, convenience and usability. The Metro Region 2040 Growth Concept Plan designates Sandy Boulevard as a main street between NE 12th and 82nd Avenues and the Hollywood District as a town center. The city of Portland, Transportation System Plan designates Hollywood as a Pedestrian District.

Included in the adopted Sandy Boulevard Resurfacing and Streetscape plan are curb extensions at NE 17th, NE Irving, NE 30th and NE Wasco. These improvements will increase opportunities for safe pedestrian crossing by reducing the crossing distance and clarify the confusing intersection geometry created by the skewed angle of Sandy Boulevard. In addition to the pedestrian benefit the curb extensions will make the streetscape along Sandy Boulevard more attractive by providing an area for a stormwater swale and street trees. At NE 17th Avenue the curb extensions will provide space for a stormwater swale. This swale area will filter stormwater, reduce volume of stormwater entering the sewer system and provide additional landscaping and interest to the streetscape. Street trees will also be planted at the other curb extension locations. Due to budget constraints, funds are not available to construct all improvements included in the adopted plan.

NE 17th and Sandy Boulevard.

This intersection provides an opportunity to extend the sidewalk along Sandy Boulevard, creating space for a landscaped stormwater area and also make a clear path for drivers and pedestrians.

NE Irving Street and Sandy Boulevard

Construct curb extensions to shorten the crossing distance for pedestrians and also slow vehicle speeds entering Irving Street.

NE 30th Avenue and Sandy Boulevard

Extend the sidewalk at the SW corner to reduce the intersection width, shorten the pedestrian crossing distance and potentially add on-street parking by closing or reducing the existing driveway access.

NE Wasco Street and Sandy Boulevard

A curb extension at this location will slow the speed of vehicles entering Wasco Street and also shorten the crossing distance for pedestrians at this intersection

Planning Projects

Happy Valley Town Center: 122nd/129th from Sunnyside Road to King Road, Mt. Scott Blvd/King Road from City limits to 145th Ave.

Project code – Pl0007			
Funding category	Planning	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	City of Happy Valley
Funds requested	$432,000	**Total project cost**	$480,000

Planning/preliminary design level is proposed future improvement of the Corridor Area to Minor Arterial standards per the City's adopted TSP, to include connection of sporadic bike lane and sidewalk sections, and green-street retrofit.

Hillsboro Regional Center

Project code – PI0004			
Funding category	Planning	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	City of Hillsboro
Funds requested	$350,000	**Total project cost**	$420,000

Tualatin Valley Highway (Hwy 8) passes through downtown Hillsboro as a major east-west transportation route and its RTP 2040 designations include: 2040 Transit Corridor for Frequent Bus Service, Freight Road Connector, and Regional Corridor Bikeway. Within the study area, T.V. Highway functions as a couplet, with 3-travel lanes in each direction. No bicycle lanes exist, thus bicycles are accommodated on alternate parallel collector and local street routes. Sections of T.V. Highway within the study area also accommodate Regional Bus service and Community Bus service operated by Tri-Met. The successful functionality of T.V. Highway and its intersecting local streets, arterial streets, and collector streets are critical to more than the flow of commuter and freight mobility (including both truck and rail), they critically impact the operation of the adjacent Light Rail transit system which operates in mixed on-street traffic flow. Traffic capacity and management of vehicular queues must be maintained else traffic blockages occur which impede train operations, as has happened intermittently on SE 10th Avenue, resulting in delays to trains felt as far east as Gresham.

T.V. Highway intersects within the study area with key north-south arterials, 1st Avenue (Highway 219) and Cornell Road, which link the Hillsboro Regional Center, City of Cornelius, and the Forest Grove Town Center with the significant employment center of north Hillsboro, which currently employs more than 25,000 people with capacity to expand to 75,000 employees. T.V. Highway carries approximately 31,000 ADT at the eastern edge of the SCPA, and nearly 30,000 ADT at the western edge of the SCPA. Cornell Road is currently a 4-lane arterial roadway, lacks bike lanes and left turn lanes at key locations, and provides the transportation linkage to the Orenco Town Center, the Tanasbourne Town Center, Beaverton's northern 2040 Centers, as well as the Regional Center of downtown Portland . Cornell Road currently serves approximately 31,000 ADT northeast of the SCPA.

Highway 219 (1st Avenue), designated on both the City TSP and the County TSP as an Arterial street and a Truck/Freight Route, functions as a four-lane roadway within the SCPA, but narrows to a two-lane roadway both north and south of the SCPA boundary. E. Main Street provides major east-west connectivity through the heart of Hillsboro, linking the historic downtown district east to the 28th/Main Main Street district and the majority of Hillsboro's housing inventory. E. Main Street functions as a two-lane Collector within the SCPA (1st Avenue to 10th Avenue) and as a two-lane Arterial extending eastward from the SCPA. Finally, NE 5th Avenue, designated in the City TSP as a Collector roadway of two-lane width, extends north from the SCPA through the western fringe of the north Hillsboro industrial employment center to US 26, providing the most direct linkage to the freeway and Portland to the east.

Currently, traffic operates with adequate capacity with the exception of certain key locations along 10th Avenue/Cornell Road and on 1st Avenue at the intersections with Highway 8 (Baseline Street and Oak Street). Forecasts for traffic growth contained in the 2020 modeling adopted in the City of Hillsboro TSP, which is reflective of conditions significantly less than buildout conditions within the SCPA, identify 2-hour operational failure along key sections of 10th Avenue, Cornell Road, and Baseline Street (westbound T.V. Hwy). These results are based upon only EMME/2 modeling which has proven to be significantly inadequate in terms of evaluating the true operational deficiencies indicative of closely spaced road networks such as within the Hillsboro

downtown SCPA. Furthermore, traffic analyses conducted during the design of the Light Rail improvements, and now experienced on the roadways, supports the need to evaluate transportation solutions in a manner capable of recognizing the dynamic compounding effect of full pre-emption of Light Rail trains on arterial roadway operations..

Livable Streets Update: Region wide

Project code – PI0004			
Funding category	Planning	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$200,000	**Total project cost**	$250,000

The Livable Streets Policy and Guidebook update would sponsor a regional summit, print a new series of Livable Streets guidebooks and propose amendments to the Regional Transportation Plan after the development of new research and draft policies through a regional technical advisory committee regarding:

- use and recovery of recycled materials in street construction and maintenance
- reconciliation of boulevard design and freight truck issues in coordination with the regional freight master plan update
- wildlife and vehicle conflicts
- street width and emergency response management
- new applications of and engineering specifications for green street treatments

MPO Required Planning: Region wide

Project code – PI0006			
Funding category	Planning	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$1,993,000	**Total project cost**	$2,197,680

This project would fund several Metro planning activities, many of which are required of metropolitan planning organizations by federal and state regulations. This includes updates and refinements of the Regional Transportation Plan, performance measures for implementing the plan, performing the Metropolitan Transportation Improvement Program, efforts to develop funding for the RTP projects and programs, the Livable Streets program, development of the regional travel forecasting model, monitoring of the transportation system and provision of technical assistance to local jurisdictions.

Regional Transportation Plan (RTP) Corridor Project

Project code – PI0005			
Funding category	Planning	**Location**	Next priority corridor
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$600,000	**Total project cost**	$1,200,000

The project will result in continuing the completion of planning work for improvements to a priority corridor contained in the updated Corridor Refinement work, which was adopted by JPACT and Metro Council by resolution. The selected corridors will be consistent with the recommendations of the Corridor Refinement work program, the New Look and the RTP. The overall priorities will be reviewed and a final selection made, in FY 2008/9.

For the selected corridor, the RTP Corridor Project will complete a planning process that will:

· Develop consensus on objectives for improvements that address needs for movement of goods and people in the corridor.

· Establish technical and policy advisory committees, which provide opportunity for input from ODOT, FHWA, the Port, Tri-Met, the relevant jurisdictions and environmental agencies.

· Identify and review an initial series of multi-modal alternatives.

· Evaluate a refined group of improvements based on:

- travel demand forecasting

- conceptual engineering

- operating and capital cost estimates

- analysis of land use impacts

- reconnaissance level environmental analysis

- financing and phasing plans

· Prepare a report outlining the findings for review by JPACT and the Metro Council.

· Provide opportunities for public participation in the study process at key milestones.

The outcome of the study will be the selection by JPACT and the Metro Council of one or more feasible improvement strategies that can be taken to project design and construction.

Rx for Big Streets: Solutions for 2040 Corridors

Project code – PI0001			
Funding category	Planning	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$250,000	**Total project cost**	$275,675

Project Objectives - Phase I

The project begins with the assumption that mixed-use communities *can* be developed along major streets in a manner that is economically viable for a range of business types, attractive for living and designed in concert with regional transportation needs. This assumption is critical to implementation of the 2040 Growth Concept, which relies on more efficient use of corridors through redevelopment and infill as a strategy for minimizing urban expansion.

Phase I of the project is the design component, and will focus on the development of the best practices for developing mixed-use communities along big streets. This component will include survey work and focus group research from existing communities along 2040 corridors that assembles new information on how heavy traffic affects business and residential quality in these areas. The lessons learned during this phase of the project will be compiled in a set of best practice resources that will help implement mixed-use planning along big streets at the local planning level.

The design component would also be the basis for an update to the 2040 Growth Concept to more specifically describe future land use and transportation plans for these corridors. Several titles of the Urban Growth Management Plan (UGMFP) and the Regional Transportation Plan (RTP) would also be updated to reflect new practices and programs for these areas. This phase is proposed for funding as part of this MTIP application. This work would be completed by consultants working under contract with Metro, and working with local jurisdictions in an advisory role.

Project Objectives - Phase 2

The second phase of the project is the pilot component, and would focus on mixed-use land use and transportation designs and development strategies for two three “Big Street” corridors in the Metro region. This work would occur under a separate MTIP grant in a future round of funding. These pilot projects would be selected along ODOT “district highways” -- facilities that now serve as arterial routes, such as Powell, Hall and McLoughlin boulevards -- and would result in local land use plan amendments and complementary ODOT corridor management plans, as appropriate. An element of this phase is to identify a process for transitioning ownership and operations of these facilities to local jurisdictions as part of project development. The second phase of the project would be completed jointly in a partnership of Metro, ODOT and local jurisdictions responsible for land use planning in the selected pilot corridors.

Ultimately, a demonstration project that implements elements of one or more of the pilot projects could be considered for MTIP or STIP funding, as an additional phase of the “Big Streets” effort.

Tanasbourne Town Center

Project code – PI0003			
Funding category	Planning	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	City of Hillsboro
Funds requested	$200,000	**Total project cost**	$240,000

Lacking a current knowledge of the types and specifics of transportation infrastructure recommendations which may result from the Area Study, the City of Hillsboro is requesting a grant for a Planning Study to advance the transportation infrastructure solutions identified in the Area Study's transportation analysis. This work may include a wide range of transportation solutions, from economic evaluation of public/private shuttles or trolley service within the study area to new or expanded roadway capacity opportunities including freeway interchange implications. Grant funds would be used to evaluate alignment alternatives, right of way availability, assess environmental constraints, and establish budgetary estimates sufficient to incorporate identified solutions into the City and County TSP updates and to consider for future MTIP funding opportunities.

Successful identification and development of transportation solutions for the expanded Tanasbourne Town Center district may allow the area to reach Regional Center densities, would maximize utilization of light rail transit, enhance multi-modal transportation opportunities, promote mixed use development, economic growth, and jobs creation.

Road Capacity Projects

172nd: Sunnyside Road to Multnomah County line

Project code – RC7000			
Funding category	Road Capacity	**Location**	Clackamas County
Status	Not Recommended	**Sponsor**	Clackamas County
Funds requested	$1,500,000	**Total project cost**	$3,000,000

This request is for the final design for the 172nd Avenue from Sunnyside Road to Foster Road. The project is planned to be a five lane arterial with bike lanes and sidewalks. The Environmental Assessment which will begin in the fall of 2007 will determine the impacts this proposal would have on the adjacent land uses as well as the design of the project. The project would be designed to meet regional design standards which include street trees and landscape buffers. Design for Phase 1 from Highway-212 to Sunnyside Road will start this fall (2006) with construction using local funds starting in about 2 years.

190th: Pleasant View/Highland to 30th

Project code – RC7036			
Funding category	Road Capacity	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	City of Gresham
Funds requested	$3,967,000	**Total project cost**	$4,984,425

The project cross-section will consist of four 11' travel lanes, one 16' swale/median, two 6'bikelanes, two 8' swales, and two 6' sidewalks. The project includes a traffic signal at the intersection of Highland and Pleasant View Drive. The cross section ultimately will be continued further to the south on 190th to the center of Pleasant Valley, through work encompassed by the Pleasant Valley Master Plan. The project-cross section matches the cross section of the Pleasant Valley Master Plan project.

The project will use green street techniques to reduce the negative impacts of stormwater runoff to area water resources. Gresham's goal is to use green street practices to improve water quality in the Johnson Creek watershed by both reducing stormwater runoff, and by reducing the pollutant load in any remaining stormwater runoff.

Clackamas County ITS: Clackamas and Oregon City Regional Center

Project code – RC5101			
Funding category	Road Capacity	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	Clackamas County
Funds requested	$591,500	**Total project cost**	$665,000

a. Traffic corridors – Oatfield and Webster Road corridors including improvements to existing traffic signals, system detection loops, signal and detection upgrades, development of multiple time-of-day/day-of-week timing plans and mechanisms/program to regularly monitor/update signal timing along the corridors. These corridors include signals in Clackamas County, Milwaukie and Gladstone with links to ODOT system. Also included is purchase of portable data collection equipment to allow better data collection in order to more actively monitor operations of the intersections.

b. Signal rehabs/upgrades in Milwaukie at 32nd/Harrison (upgrade) and SE 17th Ave./Millport (replacement) and some corridor management strategies for the 17th Ave & Harrison corridors. Both intersections are very old (20 plus years) and have some limited vehicle detection making them not operate as efficiently as they could.

c. ITS safety projects in Clackamas and Oregon City regional centers including ITS safety devices such as count-down pedestrian timers, portable variable message speed reader signs with data collection capabilities and solar power for moving to multiple locations.

d. ITS communications infrastructure to help fill communication gaps, add communications to projects to facilitate continued buildout of a County-wide transportation communications.

e. Purchase and implementation of central traffic signal computer system running TransCore signal management software to allow migration of County signals from City of Portland system to County's own system (Portland will need the capacity on their system for their own signals).

Cornell Road ATMS and ATIS: Downtown Hillsboro to US 26

Project code – RC3150			
Funding category	Road Capacity	**Location**	Washington County
Status	Not Recommended	**Sponsor**	Washington County
Funds requested	$,2,001,900	**Total project cost**	$2,231,100

This project consists of the deployment of Advanced Traffic Management System (ATMS) and Advanced Traveler Information System (ATIS) components along Cornell Road to improve transportation mobility, reliability, and safety along this busy corridor. The project uses similar transportation system management and operations components deployed by ODOT on the regional freeways, but applies them to a key regional arterial roadway. Physical attributes deployed with this project include several Intelligent Transportation System (ITS) devices including closed-circuit television (CCTV) cameras, vehicle detection upgrades, fiber optic cable, and remote communication components. These components combined would:

Provide the ability to monitor and manage the corridor in real time,

Provide the capability for traffic responsive signal timing,

Provide capability to archive and analyze real-time traffic data (volume, occupancy, and speed),

Provide real-time traffic information (video images and arterial congestion mapping) to motorists, and

Provide regional electronic communications between ODOT and other local transportation management agencies.

All of the components proposed with this project conform to the TransPort Regional ITS architecture . The systems engineering will be followed for the design and implementation phases.

Farmington Road: SW Murray Blvd. to SW Hocken Avenue

Project code – RC3030			
Funding category	Road Capacity	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	City of Beaverton
Funds requested	$4,284,000	**Total project cost**	$4,774,000

Construct wide sidewalks with street trees and pedestrian scale lighting and bike lanes where they do not currently exist on ORE 10. Construct median and pedestrian refuge on Murray Blvd. to allow safe pedestrian crossing. Add additional left turn lanes and right turn lanes on all approaches to respond to existing and future capacity deficiencies and to improve intersection operations. Review and improve signal operations considering all modes, especially pedestrian.

Project will improve ORE 8 and ORE 10 in and around the Beaverton Regional Center. The project extends existing multimodal improvements on ORE 10 west of Murray Blvd. These recent improvements included construction of five lanes with bike lanes, sidewalks, landscape strip, turn lanes, and transit-related improvements. Improvements were funded with Washington County's MSTIP program and local funds. The City's proposed project continues these needed improvements toward and through the Beaverton Regional Center.

Harmony Road: 82nd Ave to Highway-224

Project code – RC5069			
Funding category	Road Capacity	**Location**	Clackamas County
Status	Recommended for First Cut	**Sponsor**	Clackamas County
Funds requested	$1,500,000	**Total project cost**	$3,000,000

The project request is for final design. This project would widen Harmony Road to 5 lanes and construct an overcrossing over the railroad. The project when completed will provide a major east-west corridor from Highway-224 to 82nd Avenue through the Highway-224 industrial area to the Clackamas Regional Center. In addition, the project would open up employment areas within this corridor. The EA is starting August 2006..

Hwy 217E: Beaverton-Hillsdale to Allen

Project code – RC3023			
Funding category	Road Capacity	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	Washington County
Funds requested	$500,000	**Total project cost**	$650,000

Project will complete Environmental Assessment and PE adequate to get to FONSI for section of Hwy. 217 from Beaverton-Hillsdale Hwy. to Allen Boulevard. Anticipated Wu earmark will be used to complete Interchange Area Management Plan in conjunction with or following EA/PE.

Intelligent Transportation Systems Programmatic Allocation: Regional

Project code – RC0001			
Funding category	Road Capacity	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$2,500,000	**Total project cost**	unknown

A programmatic fund to be used for ITS projects. Recommendations would be generated from the Transport Subcommittee of TPAC for adoption through the regional transportation decision process. There are two kinds of ITS investments that would be funded through this programmatic allocation. The first case is a standalone ITS project. For example, if ITS elements are desired for a certain facility but a project (preservation, enhancement, etc.) is not expected there in the reasonable future, the ITS elements could be implemented on their own.

The second case is a regional initiative. In this case, a project might involve participation by a number of agencies, none of which will single-handedly sponsor the initiative. It is anticipated that these initiatives will be identified and developed through the Regional Concept of Transportation Operations (RCTO) process currently being used to develop a regional vision and plan for Traveler Information systems.

In addition to these two project types, there is also the possibility of using part of the programmatic allocation for an “opportunity fund” that would address two other areas of need. First, there are “supportive infrastructure” projects, such as fiber optic cable, that are necessary for some ITS elements to be interconnected. Second, there are spot improvement type projects that arise throughout the year. Both of these project types are difficult to plan for far in advance and neither fit the traditional MTIP criteria, although they can help achieve regional goals.

SE 10th Ave: Southbound right turn lane

Project code – RC3113			
Funding category	Road Capacity	**Location**	Washington County
Status	Not Recommended	**Sponsor**	City of Hillsboro
Funds requested	$600,000	**Total project cost**	$1,700,000

Project will construct a third southbound lane, beginning 300' north of E. Main Street providing three (3) through lanes southbound across E. Main Street. The third lane will continue across the Light Rail track crossing at SE Washington St. where the west curbs, the intersection surfacing, trackway surfacing and construction, and track control circuits were designed and constructed to accommodate this third lane. The lane will proceed southbound and terminate as a dedicated right turn lane to westbound SE Baseline Street.

Related work will include modification of an existing landscaped island at the north approach to E. Main Street and minor signal modifications at the intersections of E. Main Street, SE Washington St., and SE Baseline St.

This project has been funded previously for PE, ROW, and Construction. This request is for supplemental construction funds to address projected budget shortfalls. Approximately 2/3 of the proposed funding request is to replace funds transferred, with ODOT's approval, from construction to cover a shortage of budget for PE. The remaining 1/3 of the requested funds are for accommodation of the extra ordinary increases experienced in construction costs due principally to the dramatic increase in oil prices, negatively affecting trucking costs on all materials and equipment operation, as well as the cost of roadway paving. Also a factor is the improvements to the economy which have employed a large sector of the construction industry, causing the cost of work to escalate as available labor resources have declined.

Sue/Dogwood: Sue St. to Dogwood St.

Project code – RC3192			
Funding category	Road Capacity	**Location**	Washington County
Status	Not Recommended	**Sponsor**	Washington County
Funds requested	$3,454,500	**Total project cost**	$3,849,900

· Reconstruct and widen NW Dogwood Street and NW Sue Street to provide a 2-lane roadway with shared bikeway, and sidewalks.
· Connect NW Dogwood Street with NW Sue Street to provide a continuous roadway/shared bikeway/pedestrian connection between NW Dale Street and NW Saltzman Road.
· Construct a new signal at the NW Saltzman Road/NW Dogwood Street intersection (subject to warrants analysis).

Tulatin Sherwood Road ATMS/ATIS: Hwy 99 to SW Teton

Project code – RC3016			
Funding category	Road Capacity	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	Washington County
Funds requested	$1,561,300	**Total project cost**	$1,740,000

This project consists of the deployment of Advanced Traffic Management System (ATMS) and Advanced Traveler Information System (ATIS) components along Tualatin-Sherwood Road to improve transportation mobility, reliability, and safety along this busy corridor by reducing recurring congestion. This project complements the existing Washington County ATMS project on Tualatin-Sherwood Road between I-5 and Teton Avenue because it creates a complete Tualatin-Sherwood Road transportation management and operations system between Highway 99W and Interstate 5. The proposed project also provides a connection to ODOT communications cable on Highway 99W and supports alternate route operations strategies on Highway 99W and Tualatin-Sherwood Road. Physical attributes deployed with this project will include several Intelligent Transportation System (ITS) devices to monitor the corridor (closed-circuit television (CCTV) cameras and vehicle detectors), to respond to changing traffic conditions (traffic signal controller upgrades and connection to the regional central signal system), and to provide a coordinated response (fiber optic cable connected to the regional communications network). These transportation corridor management systems will also be used to provide real-time traveler information via ODOT's TripCheck traveler information system.

These components combined would:

- Provide the ability to monitor and manage the corridor in real time,
- Provide the capability for traffic responsive signal timing,
- Provide capability to archive and analyze real-time traffic data (volume, occupancy, and speed),
- Provide real-time traffic information (video images and arterial congestion mapping) to motorists, and
- Support incident management strategies on Tualatin-Sherwood Road and Highway 99W.

All of the components proposed with this project conform to the TransPort Regional ITS architecture[1]. The systems engineering will be followed for the design and implementation phases.

Wood Village Boulevard: Arata to Halsey

Project code – RC2110			
Funding category	Capacity	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	Multnomah County
Funds requested	$643,000	**Total project cost**	$1,845,000

The extension will match the existing portion of Wood Village Boulevard between Arata Road and Glisan Street. It will consist of two 11 ft travel lanes, a 12 ft center turn lane/median, 5ft bicycles lanes 3ft landscape strips, and 6ft sidewalks. Bedian and landscape strips will feature green street elements. The extension will be 550 ft. in length.

Road Reconstruction Projects

223rd Ave RR Under Crossing: Sandy Blvd

Project code – RR2081			
Funding category	Road Reconstruction	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	Multnomah County
Funds requested	$1,00,000	**Total project cost**	$7,355,000

Replacement of the existing Union Pacific Railroad (UPRR) bridge over 223rd Ave. is necessary to allow the widening of 223rd Ave. to current street standards and allow for safe passage of all modes of transportation. The existing bridge carries one railroad track. UPRR desires the new bridge to accommodate two track lines. New retaining walls are required to retain the paved sloes of the adjacent I-84 bridge, as well as the existing steep slopes along both sides of 223rd Ave. south of the existing UPRR bridge to accommodate the road widening. The existing basalt retaining wall on the west side of 223rd Ave is anticipated to be removed. Street illumination will be installed through the 223rd Ave. corridor. The project also consists of improving the roadway under the railroad to Major Collector standards, which includes two 12-foot travel lanes, a center turn-lane, and 6-foot sidewalks on each side..

Division Streetscape: SE 6th - SE 39th (Portland)

Project code – RR1214			
Funding category	Road Reconstruction	**Location**	Multnomah County
Status	Not Recommended	**Sponsor**	City of Portland
Funds requested	$2,500,000	**Total project cost**	$5,848,135

Division Street is an existing 36-foot wide roadway with two 9-foot travel lanes and 12-foot wide sidewalks. Nine-foot wide on-street parking lanes are used during peak travel times as travel lanes.

The Division Streetscape and Reconstruction Project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave..”

Morrison Bridge Rehab

Project code – RR1010			
Funding category	Road Reconstruction	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	Multnomah County
Funds requested	$2,000,000	**Total project cost**	$12,090,000

The main project feature will be rehabilitation of the 68 ft wide roadway deck. The lift span deck will be replaced, and the fixed span deck areas will be overlaid. Roadway lighting and wiring will be replaced.

Regional Transportation Options Projects

Regional Travel Options: Regional

Project code – TO8052			
Funding category	RTO	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$4,446,820	**Total project cost**	$5,820,781

The Regional Travel Options Program is the region's transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system, reducing the demand for roadways and the need to expand infrastructure.

The program supports implementation of the 2040 Growth Concept and Regional Transportation Plan by increasing the use of travel options, including transit, walking, bicycling, carpooling, and telecommuting.

JPACT and the Metro Council approved a new strategic plan for the RTO program in 2004, shifting the lead role for managing the program from TriMet to Metro. The updated program places a major emphasis on marketing and increasing use of travel options for non-commute trips. Public agency partners or consultant contracts, administered by Metro, carry out most RTO program activities. The key components of the RTO program are:

Regional Travel Options – Individualized marketing program: Regional

Project code – T08053			
Funding category	RTO	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	n/a	**Total project cost**	n/a

JPACT and the Metro Council approved a new strategic plan for the RTO program in 2004 that included individualized marketing as one program to place more emphasis on marketing and increasing use of travel options for non-commute trips. Individualized marketing was also recommended has a strategy for reducing SOV trips in the "Evaluation of Potential Measures for Achieving Modal Targets" study conducted for Metro in July 2005.

The City of Portland describes TravelSmart™ (an internationally recognized term for individualized transportation options marketing) this way:

TravelSmart is an innovative way to encourage environmentally friendly ways to travel. The concept, used in more than 300 projects around the world, identifies individuals who want to change the way they travel and uses personal, individualized contact to motivate them to think about their travel options. TravelSmart provides customized information and training to help people take transit, bike, walk or carpool for some of their trips.
TravelSmart gives participants just the information they ask for to help them get started, or to keep on walking, biking, taking transit or carpooling. Those who don't want information are left alone. Materials are delivered in the most efficient and cost effective way – by bicycle.

Individualized marketing follows up on the region's successful experience with pilot and full-scale TravelSmart™ programs conducted in the City of Portland. Individualized marketing has potential to affect all trip purposes (not just commute trips) because it works with individuals at their home. Evaluation of the program is conducted using travel diary, phone, paper and web surveys.

Regional Travel Options: New TMA Support: Regional

Project code – TO8056			
Funding category	Transit	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$600,000	**Total project cost**	$675,000

TMAs create a unique entity to engage public agencies and private interests to work on common goals of reducing congestion, improving air quality and managing growth. TMAs are called for in the 2004 RTP:
Policy 19, d. Objective: Promote, establish and support transportation management associations (TMAs) in the central city, regional centers, industrial areas and intermodal facilities, town centers and employment centers. (page 1-63).

TMA Start-ups work in a specified geography to reduce single-occupant-vehicle (SOV) trips and increase non-SOV trips for all trip purposes. TMA Start-ups will identify key destinations (such as employment sites, shopping facilities, recreation centers, schools and medical institutions), and work strategically to shift a greater share of those trips toward non-SOV modes. TMA Start-ups will also identify key places where trips originate, such as nearby residences and employment sites located within the TMA geography (examples of originated trips from employment sites are lunch-time activities; and, work-related errands, appointments and deliveries).

RTO currently supports and partners with six TMAs, all in their third year or more of service. TMAs have leveraged several-hundred-thousand dollars in additional resources to reduce SOV trips, increase non-SOV trips and facilitate transportation and economic development goals.

Metro provides limited technical services to TMAs in order to facilitate data tracking (such as standardized tracking of TMA member contributions) and provide strategic information (such as identifying target markets).

RTO Strategic Plan has an action item to:
Continue to develop TMAs in regional centers where significant transportation investments are being made. Over the next 3-5 years this will include proposed TMA start-ups in Hillsboro, Washington Square, Gateway and Oregon City (if they are ripe for TMA formation).

Transportation Oriented Development Projects

Hollywood Transit Center: South side of of NE Halsey at NE 42nd

Project code – TD8025			
Funding category	TOD	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$201,892	**Total project cost**	$225,000

The Hollywood Transit Center, constructed in the 1980s as part of "Banfield" MAX, provides a MAX station/bus stop interface with 3 bus lines. It was built with restricted funding and amenities and architectural details are limited. There are no active uses on-site other than patrons passing through or waiting for transit. There are numerous pedestrian accessibility, safety, and convenience issues, along with the need for additional bicycle parking and amenities. It is an understated gateway into the Hollywood Town Center and would benefit the community from having a prominent appearance and connectivity to the center's core.

The transit center is located in the 2040 Growth Concept Plan designated Hollywood Station Community and Town Center, and pedestrian district. Portland City Council adopted a higher density/intensity development plan in 2000 that supports transit among other modes. Redevelopment activities are underway, bringing many more new employees, residents, and visitors to Hollywood.

This project will undertake predevelopment planning and design that will address updating the transit center operations and accommodating urban scale development. The project will consider infill development opportunities, capitalizing on close by transit services and pedestrian amenities, and better integrating the transit center with development plans and activities around it.

The project will integrate new pedestrian access to light rail with private mixed-use development. Transit circulation will be reconfigured by providing road and signal improvements. Bus stops and amenities will also be reconfigured and enhanced. The minimum development program described below would be expected to generate 26,800 transit trips a year. Many more trips would be generated if even higher densities are achieved.
Developer interest would be solicited and then City, TriMet, and Metro planners would join with private developers and stakeholders for predevelopment and feasibility analysis that would hopefully lead to a development agreement for redevelopment of the site and construction of transit center improvements. The goal would be an urban scale iconic gateway development with an attractive and convenient transit center.

Metro Centers Implementation Program: Regional

Project code – TO8005b			
Funding category	Transit	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$2,000,000	**Total project cost**	$44,000,000

The Centers Implementation Program (Centers Program) stimulates the construction of new in-fill development and urban redevelopment projects through public-private partnerships in centers including the central city, regional centers, and town centers. These compact, relatively dense, mixed-use, and mixed-income development projects concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. Compact, mixed-use development in centers that are well served by transit can induce 10 times more transit ridership than suburban-style development. However, mixed-use and infill developments are frequently more costly and risky to develop. Public/private partnerships are necessary to help private sector developers offset these cost premiums.

Metro TOD Implementation Program

Project code – TO8005a			
Funding category	TOD	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Metro
Funds requested	$4,000,000	**Total project cost**	$279,000,000

The Transit-Oriented Development Implementation Program (TOD Program) helps stimulate the construction of “transit villages” and other transit-oriented development projects through public/private partnerships along light rail, commuter rail, streetcar lines and frequent bus routes throughout the Portland Metropolitan region. The TOD Program works to cause construction of higher density housing, mixed-use projects (i.e. housing over retail, office over retail), and destination uses that have a physical and functional connection to transit. These compact, relatively dense, mixed-use, mixed-income developments concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. These developments establish a node of activity around the station or transit stop that increases walking and biking for non-work trips within the station area, due to the close proximity of housing and services. Transit-oriented development (TOD) increases transit readership 10 times over typical suburban development and increases the non-auto modal share by 230%. However, transit oriented developments are frequently more costly and risky to develop. Public/private partnerships are necessary to help private sector developers offset these cost premiums.

Transit Projects

Eastside Streetcar: NW 10th Ave/ Lovejoy Street to Oregon Street

Project code – Tr1106			
Funding category	Transit	**Location**	Multnomah County
Status	Recommended for First Cut	**Sponsor**	City of Portland
Funds requested	$1,000,000	**Total project cost**	$88,000,000

The total estimated one-way operating length for the Oregon MOS is 4.0 miles. This is the total length to travel in one direction from RiverPlace to NE Oregon Street. The one-way operating length of new streetcar operations is approximately 1.6 miles and the share alignment with the existing streetcar is 2.4 miles between RiverPlace and NE Lovejoy Street. The Project consists of an 8-ft. wide track slab predominantly in an existing travel lane; overhead catenary system; electrical substations; stop platforms with shelters, signage and real time arrival system information; train and traffic signals; utility relocations and new streetcar vehicles. For the most part, on-street parking adjacent to the streetcar remains in place, except at the stop platforms, which are located every 2-3 blocks along the alignment

I-205 LRT, Commuter Rail, South Waterfront Streetcar

Project code – Tr1001			
Funding category	Transit	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	Various
Funds requested	$18,600,000	**Total project cost**	n/a

The South Corridor I-205 light rail and mall revitalization project is intended to construct the infrastructure for a new Green Line light rail. The MAX Green Line would connect downtown Portland with Clackamas Town Center and points in between. The line would serve the Central City, Gateway and Clackamas regional centers as well as Lents and Hollywood town centers. The project will add 8.3 miles of new double-track to the existing regional light-rail network, construct 15 new stations and add approximately 2,000 park-and-ride spaces. In addition to the core light-rail infrastructure, the project includes repairing and replacing damaged elements of the current Portland transit mall, extending improved sidewalk and urban design treatments to the south and a range of other improvements to such elements as the bus shelters. As part of the construction, the blocks in the central mall that are currently closed to auto traffic would be opened to a single lane of auto traffic. The Washington County commuter rail line will offer a new transportation route within the heavily used Interstate 5 and Highway 217 corridor. The proposed 14.7-mile project will share freight train tracks with the Portland and Western Railroad in eastern Washington County, connecting light rail in Beaverton with Washington Square, Tigard, Tualatin and Wilsonville. Final design is under way. The Portland South Waterfront streetcar will develop transportation infrastructure within the North Macadam area planned for redevelopment. The funds have been assigned to the extension of the Central City Streetcar from Riverplace to Southwest Gibbs Street to support emerging redevelopment in this district and to connect with the planned aerial tram to the Oregon Health Sciences University on Marquam Hill.

A map is not available for this project.

On-Street Transit Facilities Development

Project code – Tr8035			
Funding category	Transit	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	TriMet
Funds requested	$2,750,000	**Total project cost**	$3,064,750

These project components would increase the convenience and security of using public transit. These include new shelters, signs with improved information on how to use the system, and bus stop "pads" and sidewalk connections. In addition, the program includes signal priority treatments that would improve service reliability and make transit more competitive with automobile travel. This package of capital projects and service improvements is designed to improve service and convenience to all passengers and provide operating efficiencies to TriMet. This is critical for persons who might be transit dependent as well as those who might use transit as an alternative to automobile travel.

TriMet expects to complete its comprehensive bus stop sign replacement program by year 2010. The overall program, therefore, begins to shift resources more toward access improvements that preferably leverage other resources to achieve the maximum benefit for the community – both for transit access and getting around within centers.

A map is not available for this project.

South Corridor Phase 2:PE: Portland to Milwaukie

Project code – Tr1003			
Funding category	Transit	**Location**	Regional
Status	Recommended for First Cut	**Sponsor**	TriMet
Funds requested	$2,000,000	**Total project cost**	$6,000,000

Under Metro's lead, the Supplemental Draft Environmental Impact Study will resume in fall 2006. It is important that this region continue the seamless development of high capacity transit to meet the continuing needs of the region, to implement the 2040 Framework Plan and the Regional Transportation Plan, and to continue to leverage the systematic benefits of the existing system.

It has been particularly difficult to maintain continuity in the development of this project and every interruption threatens to erode resources, fracture consensus and put the transit planning program out of step with local land use plans. This funding would help to provide the continuity from the SDEIS to FEIS and Preliminary Engineering. The agency lead in project development generally shifts at this juncture from Metro to TriMet, though close coordination is maintained with Metro and all of the corridor partners.

Existing questions about alignment, community impacts and the FTA-required Transportation System User Benefit evaluation will be completed in the SDEIS phase and could yield a project that is either consistent with work to date or which could be a radical department from that work. The scope of this effort is thus not known, but is expected to exceed $6 million. This $2 million request, therefore, is to be matched with other sources of funds.

A map is not available for this project.

Tigard Transit Center Redesign: (Tigard)

Project code – Tr8025			
Funding category	Transit	**Location**	Washington County
Status	Recommended for First Cut	**Sponsor**	City of Tigard
Funds requested	$160,000	**Total project cost**	$200,000

This is a project to both redesign the 20-year old Transit Center to be more efficient, improve access and passenger experience, and provide master plan options for use of the site for activating redevelopment in the downtown.

The project includes the development of a master plan for the joint City/TriMet redevelopment of the 0.81-acre Tigard Transit Center site and identified surrounding area.Transit Center objectives are to upgrade and modernize the existing facility to improve its efficiency and compatibility with a revitalized Town Center area. The transit center would be redesigned to be more functional for TriMet bus use, provide connections to a future Commuter Rail station, include a plaza and other pedestrian improvements, and, if space is available, a development project. TriMet has indicated support for the project, including support for a joint TriMet/City development project if possible.

The project is a two-part study to 1) analyze the transit function of the existing TriMet Transit Center and 2) development of master plan options for redevelopment of the site and surrounding properties in Downtown Tigard. Part 1 (Transit function) will analyze and provide direction as to redesign of transit function and operations at the Transit Center. Part 2 (Master Plan) will identify options for the site and surrounding area to accommodate pedestrian improvements, public open space, and new development, pending space availability.

The Transit Center is strategically located in Downtown Tigard adjacent to areas determined to have high potential for redevelopment and within a proposed open space corridor. As such, its redesign will serve multiple purposes of providing a more efficient design compatible with long-term regional transit planning, providing a linkage between the open space corridor on either side of the rail, and serving to activate redevelopment in downtown.

The project will assist the City of Tigard in utilizing the Transit Center to the maximum extent possible to activate redevelopment in the Downtown. In addition, the project will assist TriMet in both near-term and long-term planning for a transit hub in the Tigard / 99W Corridor, and in determining what components may be phased in over time. Highway 99W (I-5 to Sherwood) has been identified in the 2000 Regional Transportation Plan as a major corridor with recommendations for a corridor refinement plan to address continued traffic growth in this region.

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2008-11 Transportation Priorities
Draft Technical Evaluation Comments and Response

General

- Explain differences in why technical evaluation scores would vary from year to year. (Additional project specific questions on this topic answered within each modal category)

RESPONSE: Projects that have applied for funding in multiple funding cycles may have received different technical scores from one evaluation cycle to the next. This is due to the following reasons:

- Several evaluation measures are relative to the other applicant projects within the modal category and are scored based on breaks in the relative performance for that measure. A project that may score high in comparison to the performance of competing projects in one cycle may only score as a medium in comparison to the pool of competing applicant projects in the following round. The points awarded to that project would vary accordingly.
- Adjustments to technical measures. Each funding cycle, scoring criteria are refined or updated in an attempt to best utilize available data to meet the policy objectives of the MTIP program. These adjustments may impact the score of projects from cycle to cycle.
- Changes in analytical tools. Data sets and model forecasting methods are constantly updated to reflect the most recent information or best practices. Changes in these tools may affect the outcome of the candidate applicant performance relative to the measures used to analyze them.

Bike

- Staff is reviewing whether some projects were evaluated for cost-effectiveness using total project cost.

RESPONSE: The total project cost was adjusted for the Rock Creek and Marine Dr projects for the cost effectiveness ranking, but their cost-effectiveness scores did not change.

- TCM mileage needs to note cumulative total and not double count previous TCM credit.

RESPONSE: TCM mileage noted on summary sheets for the Rock Creek and Marine Drive projects have been updated to reflect only new mileage that could be counted towards the current biennium TCM mileage requirement.

- Applicant of the East 70's bikeway project provided updated safety data for a portion of the project.

RESPONSE: The 70s bikeway safety score was adjusted to reflect conditions in the northern section of the 70s corridor that are not accurately reflected in Metro's Bike There map. A portion of the corridor (NE 72nd Ave at NE Wygant) has an ADT of 3,782 and 85th percentile speed of 36 mph. Thus the score for the "Roadway Deters Use"

subset of the Safety category was recalculated. The updated "Roadway Deters Use" score is 8 points (an increase of one point), which increases the Safety score to 13.

• Applicant of the Willamette Greenway South Waterfront project requested reevaluation of their modal performance and cost effectiveness scores given their score on the project from the previous funding round.
RESPONSE: Within the modal performance category, this project scored differently in the system connectivity score and the population and employment within one half mile of the project.

The project erroneously received 10 points in the previous round reserved for Regional Access bikeways in the RTP Bicycle system map designation. The project receives 7 points this round as a Regional Corridor bikeway.

- The method for determining population and employment in the draft analysis used current year data rather than forecast year data. Metro staff re-evaluated all bike/trail projects using forecast year data. The following projects scores were adjusted:
    - Willamette Greenway trail in South Waterfront
    - Willamette Falls Dr

The cost-effectiveness score also changed for this project in this round due to the comparative applicant projects in this cycle and due to a change in the method to evaluate cost-effectiveness. The methodological change was to measure both the length of the project by cost as well as the growth in ridership served by cost. The change was to measure and reward cost-effective projects that help the region meet its air quality TCM requirements and serve areas that may be important but are not in high growth areas. As the Willamette Greenway project is a short improvement relative to the other candidate projects in this cycle, its score on this portion of the cost-effectiveness criteria was low.

- While reviewing detailed scoring sheet, staff discovered math error resulting in two projects erroneously receiving extra points within 2040 Land Use Objectives category. The scores were recalculated:
    - PE for trail between Milwaukie TC and Lake Oswego TC
    - NE 28th Ave: E Main St to NE Grant

<u>Boulevard</u>

- Several comments regarding the technical criteria and scoring of elements within the Modal Performance (features that enhance alternative modes) and Safety (removing Alternative mode hazards) categories.

RESPONSE: In previous MTIP cycles, the evaluator gave credit for design elements that were requested in the application or listed in the technical scoring criteria but not specifically listed as a design element on the scoring sheet as an "Other" design element that would receive credit. However, the comments received from applicants warranted a more consistent application of crediting project elements that would enhance alternative modes or remove an existing hazard to alternative modes.

All boulevard projects were re-evaluated using a revised list of design elements (listed under the most relevant category) with the potential to receive scoring credit for each project element listed.

1. Modal Performance - Features to enhance alternative modes
All projects were re-evaluated with consideration for the following factor.

- Additional bicycle enhancements (i.e. Advanced stop lines/"bike boxes", bike signal detection, bike signal heads)

This re-evaluation did not lead to any projects receiving additional element credits.

Two other elements were listed as elements contributing to enhancement of alternative modes but are most relevant to the safety category – colored bike lanes and consolidated driveways. These two elements were evaluated in the safety category.

2. Safety - Project Removes Alternative Mode Hazards
All projects were re-evaluated with consideration for five additional factors.

- Reduces distance between marked crossings to <330ft
- Reduces # of travel lanes / road width
- Improves sight distance
- Mitigation of high-traffic volumes beyond other scored elements
- Colored bicycle lane at potentially hazardous locations

This re-evaluation led to the following projects receiving additional element credits:

- E Baseline: 10th to 19th
- E. Burnside/Couch: 3rd to 14th
- Burnside Rd: 181st to Stark
- Killingsworth Phase 2: Commercial to MLK
- Rose Biggi extension: Crescent St to Hall
- Boones Ferry Rd Improvements: Lake Oswego corridor

Project scores were then adjusted to reflect the increased number of project safety elements for these projects.

3. Safety - Project addresses a documented safety hazard
Scores for addressing documented safety hazards were not adjusted. Scores for this measure were applied based on the applicant providing hard data, descriptive data or no data regarding pedestrian or bicycle crashes.

- A request was made by the project applicant to consider scoring the Rose Biggi project in the road capacity modal category.

RESPONSE: Metro staff did an initial assessment to evaluate this project in the road capacity category. The assessment indicated the project would likely result in a score toward the middle to middle bottom of the road capacity category based on the

assumptions that the travel model assignment outputs and safety panel score assessment would be comparable to the most similar project (Wood Village Boulevard), the difficulty deriving model output that would show large (or any) volume of traffic on the facility, and that the project is not on a regional transit or freight route. Given this likely outcome, that the road capacity category is not a modal policy priority, and the existing competitiveness in the road capacity category for a project of this relatively large cost, Metro staff is not recommending a full evaluation of the project in the road capacity category.

- Applicant for the BD2104 Burnside Road: 181st to 190th project requested review of credit received for the project elements that enhance alternative modes subset within the modal performance category.

RESPONSE:

  - Street amenities: The Burnside project application should have received an element credit for street amenities (pedestrian scale lighting). This oversight has been corrected.
  - Pedestrian Clear Zone: The Burnside project application should have received an element credit for pedestrian clear zone. The applicant clarified that the under grounding of utilities will remove poles that are currently obstructing the primary pedestrian way.
  - Transit amenity: The Burnside project application should have received an element credit for transit amenity. The applicant clarified that the light rail track area improvements (converting from gravel to paved and/or landscaped) will enhance the transit user environment and encourage use of transit at the light rail station.
  - Increased Pedestrian crossings: The Burnside project application should not have received an element credit for increased pedestrian crossings, since it is improving existing marked crossings, rather than marking new crossings.

The Burnside project score was adjusted for the modal performance category.

- Applicant of the BD3169: E Baseline 10th to 19th (City of Cornelius) project requested review of the technical score and qualitative summary on the following issues:

  - Applicant requested the project should get credit for achieving optimum sidewalks width.

RESPONSE: Applicant thought project design submitted optimized sidewalk width per Metro livable street guidelines. The application was not given credit for this category in the draft analysis as Metro staff interpreted the width of a proposed parking lane as wider than optimal given proposed sidewalk widths of 8.5 feet. Applicant subsequently clarified that the project would reduce the proposed parking lane width and apply the additional width to the sidewalk in accordance with the hierarchy of constrained right of way guidelines.

- Applicant requested project receive credit for an ITS design element that would help reduce automobile speeds.
RESPONSE: Applicant was requesting credit for inclusion of conduit in the project that will provide ability to install cable to inter-tie the signal system at a later date. Metro staff interpretation of the project element criteria is to give credit for elements that contribute to the performance of the project – in this case to reduce automobile speeds – upon completion of the candidate project as described in the application. While the provision of conduit is laudable, it is not a design element that in itself will reduce speeds. Inclusion of the full timed signal system in the application that would have received credit for slowing traffic speeds would also have resulted in different project costs, changing that aspect of the evaluation of the project.

- Applicant requested project receive enhancement of alternative modes credit for including the design element of consolidation of driveways.
RESPONSE: This design element was listed in the application as an example element in both the "enhance walking, biking and transit" and in the "addressing existing hazards to walking, biking and transit" safety measures. As noted above, there were several project design elements listed in the application and technical evaluation criteria footnotes not included in the draft scoring criteria or included as an "Other" element. With the new system giving credit for each design element listed in application materials, credit for this design element was given in the safety category and not the modal enhancement category.

- Applicant requested project receive modal enhancement design element credit be given for providing a new pedestrian improvement between Adair and Baseline.
RESPONSE: While this is a desirable project element, there is no fair manner of equally applying credit to project elements that are not normally associated with and solicited as boulevard project elements relative to other candidate projects. A statement will be added to the qualitative notes describing this additional project element and the mileage description of the TCM improvements will be updated to include the length of the pedestrian improvement.

- Environmental Justice: the applicant stated that the area contains a large low-income population in addition to the listed Hispanic population not shown with the existing analysis.
RESPONSE: This .5-mile buffer around this project contains portions of 5 Census Block Groups. The image below shows the buffer around this project, highlighted in yellow. Table 1 shows the proportions of EJ populations within the buffer by Block Group (FIPS is a code used to identify Block Groups). Table 2 summarizes each EJ population within the buffer, and as shown, low-income population is 0% of the total population.

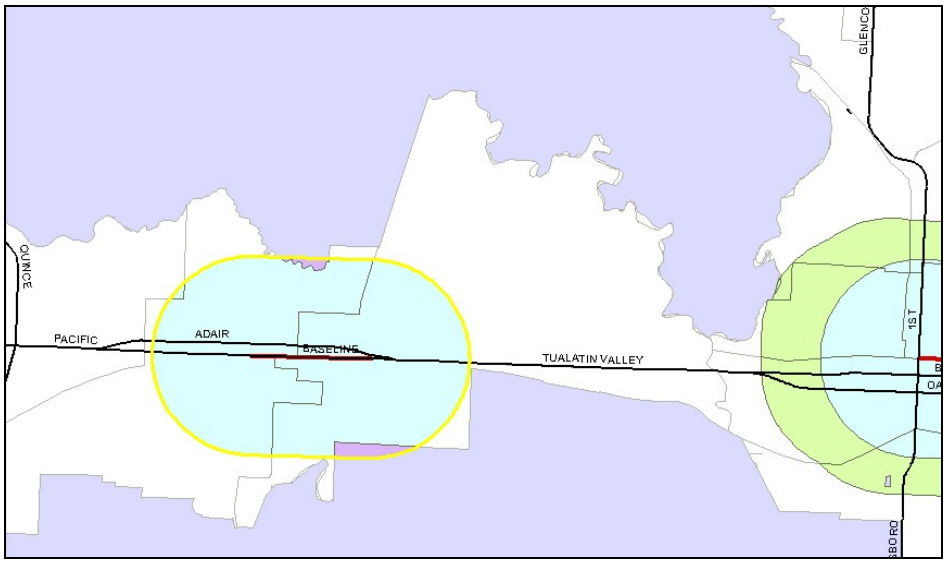

TABLE 1: Populations within Block Groups in Bd3169 Buffer

FIPS	2000 Total Population within Block Group	Percentage of Block Group area within the Buffer	Population of Block Group within the Buffer	Environmental Justice Populations	Number and Percentage within Entire Block Group	Number within Buffer
410670329011	1945	14.2%	276	Hispanic	33% (642)	91
				No English	1% (19)	3
				Hawaiian/Pacific Islander	1% (19)	3
410670332001	5880	0.1%	5	Hispanic	29% (1705)	2
				Low-Income	24% (1411)	1
410670329012	1913	17.3%	331	Hispanic	26% (497)	86
				American Indian/Alaska Native	3% (57)	10
				Non-English Speaking	1% (19)	3
410670329021	4023	13.4%	540	Hispanic	38% (1529)	205
				Non-English Speaking	1% (40)	5
410670329022	3036	10.4%	315	None		

Table 2: Total EJ Populations within Bd3169 Buffer

	Number	Percentage within Buffer
Hawaiian/Pacific Islander	3	0%
Hispanic	384	26%
American Indian/Alaska Native	10	1%
Non-English Speaking	11	1%
Low-Income	1	0%
Total Population	1468	

In conclusion, although this project is adjacent to a block group with a high low-income population, not enough of it falls within the defined buffer. In order to be considered significant, the percentage would have to have been 2.5 times the Regional Average or 1000 total persons or more. Therefore, using this methodology, the only population that counts is Hispanic.

Freight

There were no comments received in the Freight category.

Green Streets

There were no comments received in the Green Street category.

Planning

- Request to describe process for evaluating and narrowing planning and project development applications.

RESPONSE: Technical evaluation summary sheets have been updated to include description of the analysis of the project development applications. The summary memorandum that will accompany the recommended First Cut list will describe the proposed recommendation for narrowing planning and project development applications. JPACT and the Metro Council will be asked if they desire further information regarding the planning and project development applications to make their narrowing decisions.

- Request for breakdown of Metro MPO planning funds application.

RESPONSE: The project summary booklet describing each application will be provided by the August 25th TPAC meeting, including a description of the Metro MPO planning work.

- Information was requested on the RTP next corridor application and the status of funding to this effort from previous funding cycles.

RESPONSE: This information will be provided in the project summary booklet.

Pedestrian

- A workshop participant questioned the fact that none of the pedestrian projects were given a 'yes' for Environmental Justice Impact.

RESPONSE: Table 5 lists the percentages of EJ populations within each pedestrian project. The same methodology was followed for each of these projects as was described for the previous descriptions.

TABLE 5: Environmental Justice in Pedestrian Projects

Project Number	Environmental Justice Population	Number within Buffer	Percentage within Buffer	Total Population
PD1120	Black	422	3%	
	Disabled	33	0%	
	Elderly	15	0%	
	Hawaiian/Pacific Islander	12	0%	
	American Indian/Alaska Native	64	0%	
	Low-Income	68	1%	13557
PD1160	Hawaiian/Pacific Islander	3	0%	
	American Indian/Alaska Native	85	1%	
	Non English-Speaking	17	0%	9263
PD2057	Hawaiian/Pacific Islander	4	0%	
	Hispanic	502	10%	
	American Indian/Alaska Native	42	1%	
	Non English-Speaking	11	0%	
	Very Low-Income	181	4%	5144
PD5052	Elderly	29	1%	
	Hawaiian/Pacific Islander	5	0%	
	American Indian/Alaska Native	13	0%	4663
PD6007	Hawaiian/Pacific Islander	3	0%	
	Hispanic	25	1%	4509
PD6117	none			2278

Road Capacity

- A request was made to move the Highway 217 Environmental Assessment application to the project development category.

RESPONSE: As the Safety Committee could not score the project due to having multiple design options, this application should be considered as project development.

- Request for clarification on how cost-effectiveness for Cornell ITS, Wood Village Boulevard and Sue/Dogwood applications will be scored. Road modeling complications resulted in lack of cost effectiveness score. Can the projects be awarded a weighted score or can there be an estimation of model benefit to get at cost effectiveness? A model derived benefit method was stated as preferred to a weighted method.

RESPONSE: For the Wood Village Boulevard and Sue//Dogwood connector projects, Metro staff reviewed vehicle hour of delay eliminated (2025 Build vs. No-Build) data for parallel facilities as there is no VHD on any existing facility to measure with these projects. This data was then used to develop cost-effectiveness scores.

For the Cornell Road ATMS project, VHD data was skewed by the SE 10th Avenue project in Hillsboro, which created new capacity on a portion of the project links for the

Cornell Road project. This new capacity appears to have attracted trips to the Cornell Road project links. Therefore, Metro staff is recommending awarding a cost-effectiveness score equal to a project with very similar characteristics in terms of what gets measured in the cost-effectiveness measure; the Tualatin-Sherwood Road ATMS project. Given project similarity and the range of cost-effectiveness results within the scoring scale, staff feels this is a more fair and accurate method than a weighted scale method of scoring the project. This results in 10 points being awarded to the Cornell Road ATMS project.

• Applicant commented that the Sue/Dogwood application seems to be the type of road capacity project that the Transportation Priorities policies encourage and yet the technical scoring criteria rate it very low. This project should be highlighted to policy makers and the technical criteria reassessed prior to the next round to ensure the quantitative analysis criteria rewards projects consistent with the program policy objectives.
RESPONSE: Agree. The awarding of only 5 points for projects that increase new street connections in priority land use areas and the use of a finer grained traffic analysis are initial areas that can be explored in a review of technical scoring criteria to ensure those criteria are consistent with program policy objectives.

• Applicant requested the Sue/Dogwood connector project receive points for a large percentage of trips would be seeking access to/from the Cedar Mill town center.
RESPONSE: While this is an intuitive assumption, Metro staff was able to model a new street connection. Although the regional model is a course analysis of regional demand and not a refined traffic analysis tool, the new connection was not attractive enough to attract any trips from the surrounding street network. Therefore, no points were awarded for either number or percentage of trips accessing the town center. While Metro staff agrees that we should investigate using a more refined traffic analysis tool in the next funding cycle analysis, we wish to maintain a consistent method of awarding points for trips serving priority land use areas.

• Applicant requested further review of the following issues on the Tualatin-Sherwood Road ATMS project.

- Review possibility to evaluate the Tualatin-Sherwood Road ATMS application in the Freight category.

RESPONSE: Metro staff completed an initial review of this application in the freight category but found the initial results were not encouraging. This was due primarily to the project not being located on a NHS connector, a lack of multi-modal freight benefit and modeling constraints that prevented the project from performing well under the criteria. The project does have freight benefits, however, it would not perform well against other freight projects.

- Cost-effectiveness score seems low given existing level of congestion and associated vehicle hours of delay in the corridor.

RESPONSE: the measure for VHD removed by the project is measured in the plan year with and with out the project. The vehicle assignment model includes a new arterial street in the plan year in the general vicinity of the I-5/99W connector

per the RTP financially constrained system. It is likely the lower than expected by County staff VHD benefit is likely due to the provision of this facility.

- Project should receive credit for being on a regional transit route.

RESPONSE: Agree – project will be credited with 2.5 points for serving a regional bus transit route.

- Project should receive green street bonus points for preserving existing street trees.

RESPONSE: The green street bonus points are for projects that commit to planting street trees consistent with the Trees for Green Streets guidelines or for designing a facility to preserve existing large street trees. The purpose of the bonus points is to serve as an incentive to offset the higher costs associated with such practices, particularly when a cost-effectiveness criteria may discourage such practices. Metro staff does not feel preservation of existing trees while installing conduit rises to this level of criteria purpose.

- Project should receive qualitative credit for multi-modal benefit.

RESPONSE: Agree. Project will provide signal priority infrastructure for transit vehicles on a regional bus route.

• RC3150: Cornell Road System Management. Applicant stated the project should receive credit for "minimum phase" and "multi-modal benefit."

RESPONSE: project will receive credit for "minimum phase" because they are correct in their assertion that funding design and construction is the minimum logical phase for an ATMS project. The Cornell Road project will receive credit for "multi-modal benefit" as it will facilitate improved transit access and reliability due to reducing vehicular conflicts with the crossing of light rail at SE 10th Avenue.

• Concern was expressed about adherence of some projects to Metro cost estimation methodology.

RESPONSE: As Metro has not yet hired an engineer, we will request ODOT staff review all recommended construction projects and request cost estimation details for any projects whose cost estimates appear unusual.

• Applicant stated that there were significant Environmental Justice populations in the area surrounding the RC2110—Wood Village Boulevard project.

RESPONSE: The image below shows the buffer surrounding this project, highlighted in yellow. The buffer contains portions of 12 Census Block Groups. Table 3 lists the populations within each block group and within the buffer.

RC 2110: Wood Village/ "MKC Collector" (Multnomah County)

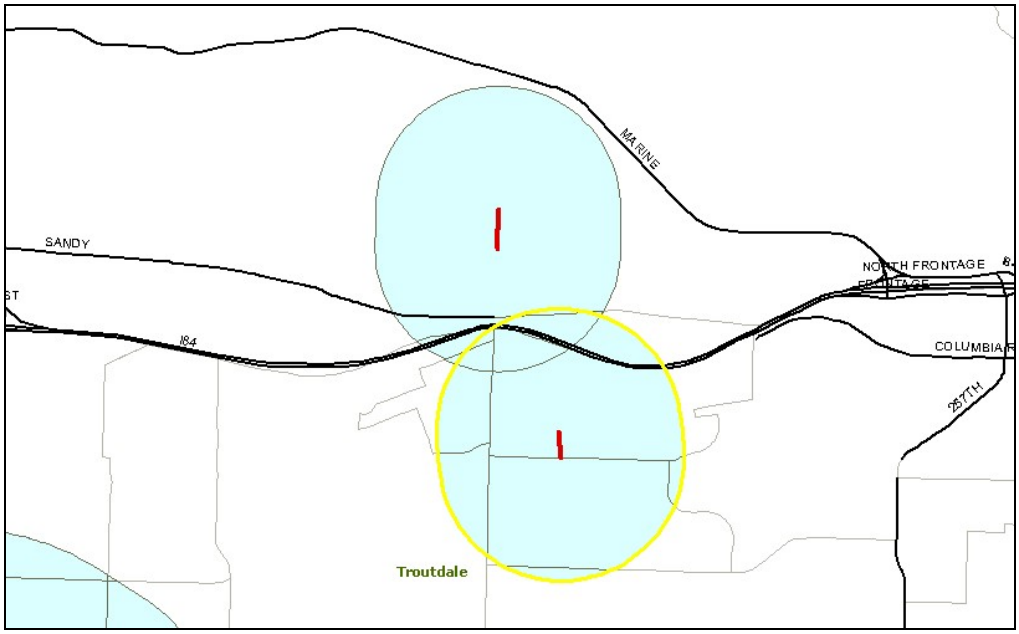

TABLE 3: Populations within Block Groups in RC2110 Buffer

FIPS	2000 Total Population within Block Group	Percentage of Block Group area within the Buffer	Population of Block Group within the Buffer	Environmental Justice Populations	Number and Percentage within Entire Block Group	Number within Buffer
410510102002	1948	5.3%	104	Black	8% (156)	8
				Hawaiian/Pacific Islander	1% (19)	1
410510103031	2163	1.0%	21	none		
410510103041	2730	69.5%	1899	Hispanic	34% (928)	646
				Very Low-Income	24% (655)	455
				American Indian/Alaska Native	2% (55)	38
410510101002	2653	4.4%	116	none		
410510101001	739	53.0%	392	none		
410510103042	1407	79.0%	1111	none		
410510103032	2365	1.5%	35	Hawaiian/Pacific Islander	1% (24)	1
410510102001	2927	0.0%	1	none		
410510102002	1948	4.8%	94	Black	8% (156)	7
				Hawaiian/Pacific Islander	1% (19)	1
410510103041	2730	8.2%	225	Hispanic	34% (928)	76
				Very Low-Income	24% (655)	54
				American Indian/Alaska Native	2% (55)	5
410510101002	2653	0.2%	6	none		
410510101001	739	9.6%	71	none		

TABLE 4: Total EJ Populations within RC2110 Buffer

	Number	Percentage within Buffer
Black	16	0%
Hawaiian/Pacific Islander	2	0%
Hispanic	722	18%
American Indian/Alaska Native	44	1%
Very Low-Income	510	13%
Total Population	4073	

In conclusion, although this project is within an area that contains persons of an Environmental Justice category (particularly Hispanic and Low-Income) their numbers and percentages are not big enough to be considered significant using Metro's methodology.

- The applicant for the Wood Village Blvd. project requested credit for overmatch and minimum phase.

RESPONSE: project will receive a yes for overmatch and minimum phase.

- RC7036: 190th Avenue (City of Gresham). Applicant stated that the project should receive credit for "linked project" and "minimum phase."

RESPONSE: Respondent will not receive credit for "linked project" because the project does not link to a specific regional project that is moving into implementation or is under construction. Respondent will not receive credit for "minimum phase" as funding of preliminary engineering and right of way phases are possible.

Note: An error was made in the original evaluation of this application. Project will no longer receive credit for "Past Regional Commitment." The project listed for regional commitment in the application was for planning and not project development.

<u>Road Reconstruction</u>

- The applicant for the 223rd Avenue railroad under crossing requested credit for "minimum phase" and "overmatch".

RESPONSE: project will receive a "yes" for overmatch and minimum phase.

- The applicant for the Morrison Bridge project requested credit for past regional commitment for past approval for funding of the bicycle and pedestrian facility on the bridge.

RESPONSE: The project received credit for linked project for coordination with the bicycle pedestrian project, not past regional commitment.

Transit

- Request for Environmental Justice credit for On-Street Transit Facilities.

RESPONSE: According to Tri-Met's 2004 Attitude and Awareness Study, 19% of bus riders identified themselves as minorities. The Metro region as a whole contains 17% minorities; therefore the Tri-Met riders are not greater than 2.5 times the regional average for minorities. However, the number of minority bus riders estimated to be served by the on-street facilities improvements do constitute greater than 1000 total persons. Therefore, Tri-Met will be given credit for impacting the Environmental Justice category of minorities. Because TriMet has only provided a median income for bus riders and not a total number of riders by income, we cannot verify its status as a project that affects low-income persons. Data has not been provided on other environmental justice categories.

TOD

No comments were received regarding the TOD category.

METRO

Transportation Priorities 2008-11:
Investing in the 2040 Growth Concept

Draft Technical Evaluation and Qualitative Factors Summary

August 25, 2006

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors
Bike/Trail Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Justice Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Portland	Bk1126	**1**	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	$1.366	**78**	18	16	29	15		**Y**	**Y**	**Y**		**Y**	**Y**		**4.30**		Links to several other projects: Division Streetscape, Hawthorne Transit and Pedestrian improvements, Hollywood-Sandy Streetscape, Foster Streetscape, Hollywood Transit Center station area planning. Project intersects several established bikeways: Tillamook bikeway, Burnside corridor bikeway, Lincoln-Harrison bikeway, Clinton-Woodward bikeway, Woodstock bike lanes, Duke bike lanes. Project will dramatically improve multi-modal characteristics of the corridor. Main design element employs innovative alternating curb extensions (with bicycle passage) that lends itself to "green treatments" for stormwater retention.
City of Portland	Bk1048	**2**	Willamette Greenway Trail : SW Gibbs to SW Lowell.	$1.800	**72**	20	8	40	4		**Y**	**Y**	**Y**		**Y**			**0.47**		The Greenway and associated trail development is an innovative combination of brownfield restoration, habitat improvement and dense mixed-use development. Trail users will travel through or next to five blocks of the $6 million dollar "greenway" project (SW Gibbs to Lane), which is not included in this MTIP request. Wildlife and human visitors will use new features including in-water habitat structures for salmon, nesting structures, overlook with bird blind, interpretative plaza, light water craft dock, several viewing terraces, shade pavilion, lawn terraces, meadows, seating, bioswales and extensive wetland and riparian plantings.
City of Lake Oswego	Bk5053	**3**	PE for trail between Milwaukie TC and Lake Oswego TC	$0.583	**69*****	8	20	31	N/A	**Y**	**Y**	**Y**	**Y**							Project connects east and west sides of Wilamette river in area with nobike/ped bridge crossing for several miles (Sellwood Bridge to the West Linn/Oregon City Bridge). The future construction of a safe trail crossing would prevent potential accidents on the railroad bridge (some users currently attempt to cross on it). The path would connect downtown Lake Oswego with downtown Milwaukie, the Trolley Trail and the Oak Grove neighborhood. Project development work previously funded begins next fiscal year - will develop more accurate PE cost estimate. Applicant must identify a project in the financially constrained RTP to trade out, if this project were to be funded.
City of Portland	Not in RTP	**4**	NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop	$3.698	**65**	18	13	27	7		**Y**		**Y**		**Y**	**Y**		**7.60**		Links to several other projects: Lents Urban Renewal District, Foster Streetscape. Project intersects several established east-west bikeways: Killingsworth-Lombard bicycle lanes, Tillamook bikeway, Clinton-Woodward bikeway, Woodstock bike lanes, Duke bike lanes, Flavel bike lanes, Springwater trail. Main design element employs innovative alternating curb extensions (with bicycle passage) that lends itself to "green treatments" for stormwater retention. Applicant must identify a project in the financially constrained RTP to trade out, if this project were to be funded.
N. Clackamas Parks and Recreation District	Bk5026	**5**	Trolley Trail: Arista to Glen Echo	$1.875	**65**	17	10	27	11	**Y**	**Y**	**Y**	**Y**		**Y**			**3.00**		Trail has tremendous public support and input from citizens and business owners. Constructing the remaining portion of trail will complete a critical gap in the regional bicycle network. Project will serve 12 schools within a half-mile of trail and provide a functional link between the town centers of Milwaukie and Gladstone.
Hillsboro	Bk3012	**6**	Rock Creek Trail: Orchard Park to NW Wilkins	$0.600	**64**	15	20	25	4	**Y**	**Y**		**Y**	**Y**	**Y**			**0.66 ******		Serves as primary multi-modal trail in the Hillsboro area, and is the number one priority of the Hillsboro Bicycle / Pedestrian Task Force. It has been strongly supported by the community at numerous public meetings, and through phone calls, emails and letters. The trail follows along a regionally significant greenspace corridor. In partnership with the City, Clean Water Services has invested significantly in habitat enhancement and restoration projects along Rock Creek, with plans for continued efforts.
City of Portland	Bk4011	**7**	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	$1.873	**61**	7	20	31	3	**Y**	**Y**		**Y**					**2.40 *******		Completes a gap that is still incomplete after 20 years of constructing individual segments. Would improve access to Kelley Point Park, Smith and Bybee Lakes Wildlife area, Heron Lakes Golf Course, Portland International Raceway, East Delta Park, Broughton Beach, Blue Lake Park and Sandy River Delta Natural area. Serves concentration of Black population.
West Linn	Bk5193	**8**	Willamette Falls Drive: Hwy 43 to 10th St	$2.987	**48**	11	15	19	3		**Y**	**Y**	**Y**	**Y**	**Y**			**2.33**		Project location provides the only "water level" surface street through area and connects to two significant projects: 1) Boulevard design along Willamette Falls Dr (from 10th to 16th), which has led to the revitalization and redevelopment of the historic Willamette townsite. 2)10th Street corridor along Blankenship Rd to the north and to the I-205/Tenth St interchange that have been funded by private interests in association with large commercial, office, and residential developments along this corridor.
Hillsboro	Bk3114	**9**	NE 28th Ave: E. Main St to NE Grant	$0.300	**47****	7	6	27	N/A		**Y**	**Y**	**Y**	**Y***	**Y**	**Y**				Project completes missing link in the City's bicycle network. This funding request for PE would leverage use of local arterial Traffic Impact Fee funds which would then be used for the accompanying roadway infrastructure improvements, yielding a 70/30 split and a resulting local over-match. The leveraging of the requested funds would also leverage adjacent private investment opportunity in mixed use development within the 28th/Main "Main Street" district. Project serves one Environmental Justice population: Hispanic (21%).
Project development																				
City of Portland	N/A		Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	$0.224												**Y**				Project connects with 40-mile loop system and creates complete trail loop in eastside of Portland (via Eastbank Esplanade,Springwater and I-205 trails). Although some bike facilities on streets north and south of the Gulch have been improved, this route would provide a good alternative to NE Sandy and eastern portions of NE Halsey and Glisan. In addition, some cyclists are not comfortable in streets such as NE Lloyd (30 mph), Multnomah, Sandy (30-35 mph), Glisan (35 mph) or Halsey (35 mph) even when bike lanes are striped. Project serves three environmental justice populations: Asian (pop. 1127), Black (pop. 1170), and Low-Income (pop. 2151). Applicant must identify a project in the financially constrained RTP to trade out, if this project were to be funded.
Metro	Bk3014 ,3072, 3092, 6020		Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River	$0.300												**Y**				The corridor presents a unique opportunity to develop a critical piece of the regional transportation system serving as a spine connecting people, jobs (e.g. Nike, Columbia Sportswear, etc.) town centers, bus and MAX station, parks, natural areas, and schools. Project serves one Environmental Justice population: Asian (pop. 1023).
			TOTAL:	$15.606																

* overmatch for NE 28th is 23% (90,000/390,000), but pro-rata formula yields a 30% overmatch (city leveraging MTIP PE $ to get local arterial TIF funds)

Transportation Control Measure: 5 miles average per biennium.

** NE 28th Ave original score of 40 weighted since project is ineligible for cost effectiveness points

***PE for Trestle original score of 59 weighted since project is ineligible for cost effectiveness points

**** Rock Creek Trail already counted toward bike TCM for '08-'09 allocation

***** A portion (1.5 miles) of Marine Dr already counted toward Bike TCM in '08-'09 allocation

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Boulevard Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	GREEN STREETS	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Justice Impact?	Received public comments?	Transportation Control Measure for air quality (Bike)	Trasportation Control Measure for air quality (ped)	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Cornelius	Bd3169	1	E Baseline: 10th to 19th	$3.231	**96**	22	13	36	10	15		**Y**	**Y**	**Y**		**Y**	**Y**		**0.54**	**0.18**		Project complements boulevard improvements to Adair Street funded through Transportation Priorities 2000. Project provides a new pedestrian link between Adair and Baseline. The City's southern neighborhoods house significant numbers of low and moderate-income, transit dependent families. These neighborhoods rely on commercial, educational, medical and social services that dictate walking along and across Baseline Street. The community has the longest average home-to-work commutes of any city inside Metro's jurisdiction (resulting from unhealthy jobs/housing balance). The project serves one Environmental Justice population: Hispanic (26%).
City of Portland	Bd3169	2	E Burnside/Couch Street: 3rd to 14th	$4.700	**93**	22	17	36	10	8	**Y**	**Y**	**Y**	**Y**					**0.55**	**1.10**		Project is critical to allowing significant new development at either end of the project area. Two new blocks of development opportunity are created by the redesign of the 12th/Sandy/Burnside intersection. At the West end of the project, the Bridgehead Development is dependent on access provided by the couplet.
City of Oregon City	Bd5134	3	McLoughlin Blvd: Clackamas River to Dunes Dr.	$2.800	**91**	22	10	34	10	15		**Y**	**Y**	**Y**	**Y**					**0.41**		Project considered a vital public investment that will further set the stage and be a catalyst for private development and redevelopment successes in the Oregon City Regional Center, particularly in the Clackamette Cove and Oregon City Shopping Center areas. Received point credit for narrowing of travel lanes that is subject to ODOT of approval freight element of STA plan.
City of Gresham	Bd2104	4	Burnside Road: 181st to Stark	$1.500	**90**	22	13	30	10	15				**Y**	**Y**	**Y**	**Y**		**0.48**	**0.48**		Project has been identified as a priority need in several City plans. Boulevard design would attract new private investment and redevelopment opportunities to Rockwood. In light of the critical importance of the project, the Rockwood-W. Gresham Urban Renewal District is prepared to provide a significant over match of nearly $3 million towards the project. This overmatch includes funding to underground utilities improve the light rail track area which will improve aesthetics and safety of the boulevard. The project serves two Environmental Justice populations: Hispanic (28%) and Low-Income (pop. 3433).
City of Portland	Bd2015	4	NE 102nd Ave: Stark to Glisan	$1.918	**90**	15	13	37	10	15	**Y**	**Y**		**Y**					**0.50**	**0.50**		The project has received strong regional and congressional support and is considered one of the most important elements in developing the Gateway Regional Center.
City of Portland	Bd1221	6	Killingsworth Phase 2: Commercial to MLK	$1.955	**84**	18	10	31	10	15	**Y**	**Y**		**Y**	**Y***	**Y**	**Y**					Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. This project serves two Environmental Justice populations: Black (35%) and Low-Income (pop. 2544).
City of Beaverton	Bd3020	7	Rose Biggi extension: Crescent St. to Hall	$5.387	**78**	15	14	39	10	0	**Y**	**Y**	**Y**	**Y**						**0.16**		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit oriented development activities, such as the recently purchased old theatre site. The project is identified as a positive improvement serving Minority Race and Hispanic Origin Populations and Low Income Populations as identified on Metro maps.
City of Lake Oswego	Bd6127	7	Boones Ferry Rd: Red Cedar to S. of Reese Rd.	$3.491	**78**	14	10	36	10	8		**Y**	**Y**	**Y**		**Y**			**0.25**			Project ranked as high priority in the Lake Grove Village Center Plan. In many respects it is the critical component of Plan. The roadway is being relied upon to hold the district together, bring users of the Center to, from and through the Center. Lake Grove Elementary has served as a community focus and landmark in the area dating back to the 1920s.

TOTAL: 24.982

Transportation Control Measure: 5 miles average per biennium.

*Killingsworth overmatch is for final design & engineering. ROW & Construction has regular local match

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Freight Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
PoP/CoP		1	82nd Avenue/Columbia Blvd Intersection Improvement	$2.00	86.75	25	13.75	40	8		Y	Y	Y	Y						LINKED: A project currently under construction east of the proposed improvement, the East Columbia-Lombard Connector, improves the intersection between Columbia and Lombard (Killingsworth) and Columbia Blvd east of NE 82nd. This project extends Columbia Blvd improvements west of NE 82nd. Includes inter-tie of signalization. MULTI-MODAL BENEFITS: Project includes bicycle and pedestrian facilities. OVERMATCH: Port of Portland is providing a 41% match for the proposed project.
CoP		2	N. Burgard/Lombard Street Improvements	$3.97	70.00	14	15.00	37	4		Y	Y	Y							LINKED: Bridge over abandoned Union Pacific rail track is scheduled for replacement due to structural deficiencies. It is programmed in the 2006-2009 STIP, with construction beginning 2006/2007. Columbia/Burgard intersection, at northern terminus of the proposed project, was upgraded in 1999 with additional lane capacity, signalization, bicycle and pedestrian facilities. N Lombard overpass, north of Burgard/Columbia intersection, was completed in 2005. MULTI-MODAL BENEFITS: Project includes bicycle and pedestrian facilities.
Project development																				
CoP			N. Portland Rd/Columbia Boulevard Intersection Improvements	$0.54							Y	Y	Y			Y				MULTI-MODAL BENEFITS: Project includes bicycle and pedestrian facilities. EJ: Project impacts two Environmental Justice populations: Black (10%) and Low-Income (pop. 1378).

TOTAL: $6.506

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Green Street Retrofit

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Portland	GS1224	1	NE Cully Boulevard: 60th to Prescott	$3.207	65.50	38	12.50	7	8	Y			Y	Y	Y	Y				REGIONAL COMMITMENT:The project was awarded MTIP funds in 2002 during the 2004 – 2007 Priorities process. MULTI-MODAL: New sidewalks and bike lanes will complete needed gaps in the street network and connect to existing sidewalks and bike lanes on Cully Boulevard to the north and south of the reconstruction project. AFFORDABLE HOUSING: Project associated with low income community and housing development. EJ: Serves concentrations of Black, Hispanic and low-income populations. Project serves one Environmental Justice population: Low-Income (pop.1024).
City of Tigard	GS6050	2	Tigard Main Street retrofit: Hwy 99 to Railroad crossing	$2.540	65.00	45	5	7	8		Y	Y	Y	Y	Y					LINKED:Tigard has defined and adopted a new Downtown Plan, and Urban Renewal Plan that are in support of the key objectives identified in the Metro 2040 Plan. MINIMUM PHASE: If funding provided is insufficient to fund the entire Phase 1 scope, Phase 1 can be subdivided into two segments with the segment from the rail corridor southwest to Fanno Creek (approximately 900 lineal feet) as the high priority for funding. MULTI-MODAL: Five TriMet bus routes travel through Downtown Tigard. Commuter rail from Wilsonville to Beaverton through Tigard will have a commuter rail station adjacent to the Transit Center. Enhancing pedestrian access to the bus stops and Transit Center. AFFORDABLE HOUSING: The downtown area contains some 185 low-rent housing units. Other affordable housing in the downtown includes the older, 37-unit Cascade Mobile Villa. The City recently adopted a policy of encouraging the development of affordable housing in the Downtown area.

TOTAL: $5.747

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Green Street Culvert

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	MODAL PERFORMANCE	COST EFFECTIVENESS	Multiple culverts on samestream?	Consistent with Green Streets guidebook?	Geomorphology analysis?	On regional culvert inventory?	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Milwaukie	GS5049	1	McLoughlin Blvd: Kellog Lake culvert/dam removal	$1.055	100	70	30		Y	Y	Y		Y		Y	Y						CULVERT INVENTORY: High priority culvert. LINKED:The replacement bridge would lie at the southern terminus of the recently completed McLoughlin Boulevard project, a series of pedestrian and other boulevard treatments in a designated “Special Transportation Area. MULTI-MODAL: The redesigned bridge would include a substantially improved bike lane and sidewalk on the east side.West side facilities would be designed to complement or connect with the Trolley Trail currently under design by the North Clackamas Parks and Recreation District.

TOTAL: $1.055

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Pedestrian Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Gresham	Pd2057	1	Hood Avenue: SE Division to SE Powell	$0.887	90.00	25	10	40	15		Y		Y					.18 mi		LINKED: Improvements to the pedestrian system on Hood Avenue to facilitate access to the Gresham Central Transit Center/Light Rail station have been identified as a priority need in documents including the Gresham study titled "Accomodating Pedestrians to "Max" Light Rail Stations in Gresham," the Gresham TSP, and the Gresham CIP. MULTI-MODAL: The project will enhance multi-modal opportunities and safety by providing additional sidewalks on the east side of Hood Avenue within the project with ADA accessible ramps The project will provide multi-modal access to lands zoned Central Urban Core and Downtown Transit, both of which are targeted for economic development and jobs benefit by the Gresham Downtown Plan District.
City of Portland	Pd1160	2	Foster-Woodstock: SE 87th to SE 101st	$1.931	87.00	25	20	32	10		Y		Y		Y			1.13 mi		LINKED: The project is directly supportive of the region's intent to create a 2040 town center in Lents and the on-going efforts of the City to implement the town center designation through the urban renewal district. The project also supports the planned I-205 MAX project. MULTI-MODAL: The project is in close proximity to the planned Lents/ Foster Road light rail station and will improve access to the new transit service and desirability of living in transit oriented developments within the station area.AFFORDABLE HOUSING: Reedway Place is a 24 unit affordable housing project adjacent to the project area and those residents would directly benefit from the proposed streetscape improvements.
City of Milwaukie	Pd5052	3	17th Ave: SE Ochoco to SE Lava Drive	$1.655	82.00	25	17	30	10		Y	Y	Y					.9 mi		LINKED: The proposed 17th Ave. Connector would link two major regional multi-use trail systems, the Trolley Trail and the Springwater Corridor. the proposed project would improve multi-modal access to any downtown Milwaukie LRT stop, as envisioned in the South Corridor study (currently funded for EIS). MINIMUM PHASE: Design of the project will preserve the possibility of completing the east side sidewalks at a later point. MULTI-MODAL: The proposed project primarily benefits pedestrians and bicyclists. In addition, new sidewalks would improve pedestrian and ADA access to a TriMet frequent service bus route along 17th Ave. (70-12th Ave).
City of Portland	Pd1120	4	Sandy Blvd Pedestrian Improvements	$0.712	70.00	15	15	25	15		Y		Y					.24 mi		LINKED: The improvements identified in this application are included in the Sandy Boulevard Resurfacing and Streetscape Plan adopted by City Council April 2005. MULTI-MODAL: The multimodal facilities along Sandy Boulevard will remove pedestrian barriers to crossing Sandy Boulevard. The project will benefit pedestrians by shortening the crossing distance at intersections, eliminating driveways or reducing their width, and adding on-street parking where feasible.
City of Sherwood	Pd6117	5	Pine Street: Willamette Street to Sunset Blvd	$1.100	47.00	10	10	22	5			Y	Y	Y				.47 mi		MINIMUM PHASE: The City of Sherwood has reserved local sources to fund all design and ROW phases of the project. MULTI-MODAL: Replaces sidewalks, adds raised crossings and marked crossings.
Project development																				
THPRD	Pd6007		Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall	$0.359							Y	Y	Y		Y					LINKED: This trail was the subject of a Metro study in 2003 and would help complete trail network in the Washington Square area. MINIMUM PHASE: Planning study to identify alternatives. MULTI-MODAL: trail supports pedestrian and bicycling, and specifically addresses a difficult crossing point. SCHOOLS: three schools within one mile of crossing point.
TriMet	Pd8035		Pedestrian Network Analysis	$0.247							Y	Y	Y							LINKED: builds on Oregon Bicycle and Pedestrian Plan (ODOT) MULTI-MODAL: pedestrian and transit benefits.

TOTAL: $6.890

Transportation Control Measure: 1.5 miles average per biennium.

Transportation Priorities 2008-11
Planning Projects

Agency	Code	Project Title	Federal Funds Requested	Comments
Metro	PI0002	Metro Livable Streets Policy and Guidebook Update	$0.200	
City of Hillsboro	PI0003	Tanasborne Town Center	$0.200	Project serves one Environmental Justice population: Asian (pop. 1292).
Metro	PI0001	Metro Big Streets: design solutions for 2040 corridors	$0.250	
City of Hillsboro	PI0004	Hillsboro Regional Center	$0.350	Project serves two Environmental Justice populations: Hispanic (32%) and Low-Income (pop. 1200).
City of Happy Valley	PI0007	Happy Valley Town Center	$0.432	
Metro	PI0005	Metro RTP Corridor	$0.600	
Metro	PI0006	Metro MPO planning	$1.993	
		Total	$4.025	

Transportation Priorities 2008-11
Diesel Retrofit Projects

Agency	Code	Project Title	Federal Funds Requested
LRAPA	DR0001	Sierra Cascade SmartWay Technology and outreach center	$0.200
TriMet	DR8028	Transit Bus Diesel Engine Emission Reduction	$3.592
		Total	$3.792

Transportation Priorities 2008-11
Project Development

Agency	Code	Project Title	Federal Funds Requested	Evaluation summary
Bike/Trail				
City of Portland	Bk0001	Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	$0.224	Had a technical evaluation been done for this project it would have received 12 of 15 points for modal performance (not including a ridership score of up to 10 points), 14 out of 20 for safety, 24 out of 30 for meeting 2040 land use objectives (not including a % trips serving centers score of up to 10 points). Cost effectiveness does not apply yet.
Metro	Bk3014	Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River following the BPA power line corridor	$0.300	Had a technical evaluation been done for this project it would have received 12 of 15 points for modal performance (not including a ridership score of up to 10 points), 20 out of 20 for safety, 7 out of 10 for meeting 2040 land use objectives (not including a % trips serving centers core of up to 10 points, and an economic/comunity development score of up to 20 points.) Cost effectiveness does not apply yet.
Freight				
City of Portland	Fr0002	N. Portland Rd/Columbia Boulevard Intersection Improvements	$0.538	Had a technical evaluation been done for this project it would have received 15 out of 25 points for modal performance for improving freight network connectivity, Portland Rd and Columbia Blvd are Roadway connectors on the regional system as well as NHS connectors. Did not receive points for increasing travel time reliability- no data available. The project received 11.25 points out of 20 for safety. It would have received 40 out of 40 points for supporting 2040 land use because of streets in the project area on the NHS system, serves Rivergate industrial area and meets general economic development objectives for improving mobility and access to industrial areas. Cost effectiveness does not apply yet.
Pedestrian				
THPRD	Pd6007	Hall Blvd Bike/Ped crossing study	$0.359	Had a technical evaluation been done for this project it would have received 20 out of 25 points for modal performance for being in an a pedestrian district. It would not receive points for completing a missing sidewalk link. Project would receive 10 out of 20 for safety for addressing some safety factors that deter walking, but does not document a safety problem with quantitative data. The project would receive 30 out of 40 for meeting 2040 land use objectives for bing in a regional center, but it does not have a high level of community focus. Cost effectiveness does not apply yet. .
TriMet	Pd8035	Pedestrian Network Analysis	$0.247	Application is for programmatic work and is not suited for quantitative analysis.
Road Capacity				
Washington County	3023	217 Environmental Assessment	$0.500	Had a technical analysis been performed for this project it would have received 19 points out of 25 for modal performance for a high V/C ratio and TSMO elements. The project would have received 10 out of 40 points for supporting 2040 land use for economic development activities, but project is not in a 2040 land use area. The project would have received 15 out of 15 for high cost effectiveness and 3 out of 10 bonus points for transit and freight benefits. Safety did not apply.
TOD				
CoP/TriMet	TD8025	Hollywood Transit Center Redesign and Development	$0.202	Had a technical evaluation been done for this project it would have received 25 out of 25 points for increasing non-auto mode share - it would be expected to generate 26,800 transit trips a year. The project would have received 20 out of 20 points for density by requiring private development on the site to provide ground floor active uses and a minimum of 36 housing units in a project with a minimum floor area ratio (FAR) of 2:1. The project would have received 35 out of 40 points for supporting 2040 land use. Cost effectiveness does not apply yet.
Transit				
TriMet	Tr1003	South Corridor Ph. 2: Preliminary Engineering	$2.000	Forecasted to serve 25,330 daily riders (2020), and would improve schedule reliability and customer experience: would received maximum modal performance points. Project serves the Central City and Milwaukie regional center and light rail has demonstrated ability to orient development - would receive maximum 2040 points. Project would improve safety and security for a high number of riders - would receive maximum safety points. Cost-effectiveness does not yet apply.
Tigard	Tr8025	Tigard Transit Center Redesign	$0.160	Transit center serves ---daily trips and would improve customer experience-would receive a medium/low modal performance score. Project serves a town center and attemptss to identify a TOD site - would received a medium 2040 score. Design might improve safety and security for passengers, but score does not apply as design outcome is not known. Cost-effectiveness is also not known until outcome of design process.
		Total	$4.530	

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Road Capacity Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	Cost Effectiveness	Bonus Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
Clackamas County	5069	1	Harmony Road: 82nd Ave to Highway 224	$1.500	84.50	17	12.50	33	15	8		Y	Y	Y	Y	Y					LINKED: links to ODOT ITS project. MULTI-MODAL BENEFIT: will grade-separate crossing of SP Freight rail and Amtrak line. OVERMATCH: provided by Clackamas County. HOUSING/SCHOOLS: is close to Clackamas Community College and LaSalle schools.
City of Beaverton	3030	2	Farmington Road: Sw Murray to SW Hocken	$4.284	80.75	20	11.25	33	12	5	Y					Y					REGIONAL COMMITMENT: Engineering for project funded previously through MTIP. HOUSING/SCHOOLS: close to schools.
Washington County	3016	3	Tualatin-Sherwood Road ATMS: 99W to I-5	$1.561	77.00	19	7.50	36	10	5	Y	Y	Y	Y							REGIONAL COMMITMENT: has received previous MTIP funding. LINKED: close to other Washington County project. MULTI-MODAL: would support transit signal priority on regional bus system route.
City of Hillsboro	3113	4	10th Avenue: Southbound right turn lane	$0.600	76.25	15	8.75	30	15	8	Y			Y			Y				REGIONAL COMMITMENT: project has already been given some funding. MULTI-MODAL BENEFIT: project helps manage high traffic volumes around crossing of light rail tracks near downtown Hillsboro. EJ: project serves two Environmental Justice populations: Hispanic (41%) and Low-Income (pop. 1337).
City of Gresham	7036	5	190th: Pleasant View/Highland to 30th	$3.967	75.50	17	11.25	26	15	6					Y	Y					MULTI-MODAL BENEFIT: project provides transit and bike improvements. OVERMATCH: provided by city of Gresham. HOUSING/SCHOOLS: close to schools and low-income housing.
Clackamas County	7000	6	172nd Avenue: Sunnyside Road to Multnomah County line	$1.500	69.50	14	5	33	15	3		Y	Y								LINKED: project links to Sunnyside Rd project. MINIMUM PHASE: only requesting $$ for Final Design & Engineering phase.
Washington County	3150	7	Cornell Road System Management: Downtown Hillsboro to US 26	$2.002	67.75	18	6.25	29	10	5		Y	Y	Y		Y	Y				LINKED: close to ODOT project. HOUSING/SCHOOLS: close to schools and low-income housing. MULTI-MODAL BENEFIT: project helps manage high traffic volumes around crossing of light rail tracks near downtown Hillsboro. EJ: project serves two Environmental Justice populations: Hispanic (20%) and Low-Income (pop. 1405).
Multnomah County	2110	8	Wood Village Boulevard: Halsey to Arata	$0.643	61.50	17	10.00	27	5	3		Y	Y		Y						LINKED: project allows other Multnomah County project to improve safety and function of nearby 223rd and Halsey intersection.
Washington County	3192	9	Sue/Dogwood Connection	$3.455	30.25	10	7.50	9	0	4		Y				Y					LINKED: close to other projects on Cornell, Murray, Saltzman roads. HOUSING/SCHOOLS: is close to two schools.
Clackamas County	var.		Clackamas County ITS (Pedestrian, etc.)	$0.592										Y							MULTI-MODAL BENEFIT: project will provide pedestrian countdown timers.
Metro	var.		ITS Programatic Allocation	$2.500																	
Project development																					
Washington County	3023		217 Environmental Assessment	$0.500							Y	Y	Y	Y	Y						REGIONAL COMMITMENT: Metro has funded planning work for project. MINIMUM PHASE: only asking for $$ for Preliminary Engineering/Planning. LINKED: will link to other projects on Hwy. 217. MULTI-MODAL BENEFIT: will improve bike/ped facilities. OVERMATCH: provided by County. ECONOMIC IMPACT: in area with high anticipated job growth.
			TOTAL:	$23.103																	

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

Road Reconstruction Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	BONUS POINTS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Portland	RR1214	1	Division Streetscape and Reconstruction Project:: SE 6th to 39th	$2.500	79.00	21.00	6.25	28.00	15.00	8.75	Y	Y			Y	Y					REGIONAL COMMITMENT: previously awarded MTIP funds. LINKED: will link to BES stormwater project. OVERMATCH: project is overmatched to 23%. HOUSING/SCHOOLS: close to schools and proposed low-income housing project.
Multnomah County	RR2081	2	223rd RR Undercrossing	$1.000	76.00	21.00	15.00	30.00	5.00	5.00	Y	Y	Y	Y	Y						REGIONAL COMMITMENT: previously awarded MTIP funds. LINKED: links to ODOT-funded intersection improvements. MULTI-MODAL BENEFIT: will improve bike/ped/freight facilities.
Multnomah County	RR1010	3	Morrison Bridge deck replacement	$2.000	75.75	10.00	13.75	37.00	10.00	5.00		Y		Y	Y		Y				LINKED: will link to other projects on the bridge. MULTI-MODAL BENEFIT: will improve bike/ped access on the bridge. EJ: project serves two Environmental Justice populations: Black (9%) and Low-Income (pop. 1855).
			TOTAL:	$5.500																	

Transportation Priorities 2008-11 Projects: Draft Technical Rankings and Qualitative Factors

TOD Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Increase non-auto mode share (25 possible)	Density (20 possible)	SUPPORTS 2040 (40 possible)	COST EFFECTIVENESS (15 possible)	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated cost to CO emissions from VMT ($/1000 VMT reduced)	QUALITATIVE FACTORS
Metro	TD8005 a	1	TOD Implementation Program	$4.000	97.00	25	20	37	15	Y	Y	Y	Y	Y	Y					
Metro	TD8005 b	2	Centers Implementation Program	$2.000	82.00*	25	20	37	*	Y	Y	Y	Y	Y	Y					
Project development																				
CoP/TriMet	TD8025		Hollywood Transit Center Redesign and Development	$0.202						Y	Y		Y	Y	Y					

TOTAL: $6.202

Notes:
*Centers Implementation Program not scored on cost effectiveness because first project is currently under construction: Analysis to be conducted by PSU.

*Hollywood Project not scored on cost-effectiveness because funds are for planning, not capital costs.

Transportation Priorities 2008-11 Projects: Technical Rankings and Qualitative Factors

Transit Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY & SECURITY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
Portland	Tr1106	1	Eastside Streetcar: NW10th to NE Oregon	$1.000	80	20	10	40	10	Y	Y	Y	Y	Y		Y				Extension of existing Streetcar to to northeast Portland as next segment of Central City circulator. Includes pedestrian improvements near stops. Property owner assessments will be used to provide more than minimum local match of project costs. Project serves three Environmental Justice populations: Black (7%), Low-Income (pop. 2859), and Disabled (pop. 1128).
TriMet	Tr8035	2	On-Street Transit Facilities	$2.750	74	25	14	20	15	Y	Y		Y			Y				Would continue current level of investment in on-street transit capital facilities: bus shelters, schedule info, ADA/pedestiran access to stops. Linked to Streamline program to increase service efficieny and Frequent Bus program. EJ: facilities would serve a significant population of low-income persons.
Previous Commitments																				
	Tr1001	N/A	Rail Capital Bond Debt Service	$18.600						Y	Y		Y	Y						Provides funds committed to pay costs of bonded debt for I-205/Mall LRT, Beaverton-Wilsonville commuter rail, and S. Waterfront streetcar projects. This amount needed through 2015. Project serves one Environmental Justice population: Hispanic (pop. 2688).
Project Develoment																				
TriMet	Tr1003	N/A	South Corridor Ph. 2: Preliminary Engineering	$2.000						Y	Y	Y	Y			Y				Funding for preliminary engineering of preferred alternative to emerge from Supplemental Draft Environmenatl Impact Statement work in the South Corridor process. Project serves two Environmental Justice populations: Low-Income (pop. 5472) and Disabled (pop. 1128).
Tigard	Tr8025	N/A	Tigard Transit Center Redesign	$0.160							Y	Y	Y							Linked to Beaverton-Wilsonville commuter rail improvements with potential benefits for transit oriented development and to pedestrian and bicycle modes.

TOTAL: $23.510

Draft Metro Staff Recommendation

Planning & Travel Options

Planning

Score			Requested Amount (millions of $)
Recommended for First Cut			
n/a	PI0002	Metro Livable Streets Policy and Guidebook Update	$0.200
n/a	PI0003	Tanasborne Town Center	$0.200
n/a	PI0001	Metro Big Streets: design solutions for 2040 corridors	$0.250
n/a	PI0004	Hillsboro Regional Center	$0.350
n/a	PI0007	Happy Valley Town Center	$0.432
n/a	PI0005	Metro RTP Corridor	$0.600
n/a	PI0006	Metro MPO planning	$1.993
n/a	DR0001	Sierra Cascade SmartWay Technology and outreach center	$0.200
n/a	DR8028	Transit Bus Diesel Engine Emission Reduction	$3.592
		Subtotal:	**$7.817**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$7.817**

Bike/Trail

Score			Requested Amount (millions of $)
Recommended for First Cut			
78	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	$1.366
72	Bk1048	Willamette Greenway Trail in South Waterfront Phase I: SW Gibbs to SW Lowell.	$1.800
69***	Bk5053	PE for trail between Milwaukie TC and Lake Oswego TC	$0.583
65	Bk5026	Trolley Trail : Arista to Glen Echo	$1.875
64	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkins	$0.600
n/a	N/A	Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	$0.224
n/a	Bk3014, 3072, 3092, 6020	Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River following the BPA power line corridor.	$0.300
		Subtotal:	**$6.748**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
65	Not in RTP	NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop	$3.698
61	Bk4011	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	$1.873
48	Bk5193	Willamette Falls Drive Improvement: Hwy 43 to 10th St	$2.987
47**	Bk3114	NE 28th Ave : E. Main St to NE Grant	$0.300
		Subtotal:	**$8.858**
		Mode Category Total:	**$15.606**

Pedestrian

Score			Requested Amount (millions of $)
Recommended for First Cut			
90	Pd2057	Hood Avenue: SE Division to SE Powell	$0.887
87	Pd1160	Foster-Woodstock: SE 87th to SE 101st	$1.931
82	Pd5052	17th Ave: SE Ochoco to SE Lava Drive	$1.655
n/a	Pd6007	Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall	$0.359
n/a	Pd8035	Pedestrian Network Analysis and transit access	$0.247
		Subtotal:	**$5.078**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
70	Pd1120	Sandy Blvd Pedestrian Improvements	$0.712
47	Pd6117	Pine Street: Willamette Street to Sunset Blvd	$1.100
		Subtotal:	**$1.812**
		Mode Category Total:	**$6.890**

Regional Travel Options

Score			Requested Amount (millions of $)
Recommended for First Cut			
n/a	RTO Program		$4.447
n/a	Individualized Marketing Program Add		$0.600
n/a	Additional TMA Program Support		$0.600
		Subtotal:	**$5.647**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$5.647**

TOD

Score			Requested Amount (millions of $)
Recommended for First Cut			
97	TD8005a	TOD Implementation Program	$4.000
82	TD8005b	Centers Implementation Program	$2.000
n/a	TD8025	Hollywood Transit Center Redesign and Development	$0.202
		Subtotal:	**$6.202**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$6.202**

Transit

Score			Requested Amount (millions of $)
Recommended for First Cut			
80	Tr1106	Eastside Streetcar: NW 10th to NE Oregon	$1.000
74	Tr8035	On-Street Transit Facilities	$2.750
n/a	Tr1003	South Corridor Ph. 2: Preliminary Engineering	$2.000
n/a	Tr8025	Tigard Transit Center Redesign	$0.160
		Subtotal:	**$5.910**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$5.910**

Roads & Bridges

Road Capacity

Score			Requested Amount (millions of $)
Recommended for First Cut			
84.50	RC5069	Harmony Road: 82nd Ave to Highway 224	$1.500
80.75	RC3030	Farmington Road: SW Murray to SW Hocken	$4.284
77.00	RC3016	Tualatin-Sherwood Road ATMS: 99W to I-5	$1.561
76.25	RC3113	10th Avenue: Southbound right turn lane	$0.600
n/a	RC5101	Clackamas County ITS (Pedestrian, etc.)	$0.592
n/a	RC0001	ITS Programatic Allocation	$2.500
n/a	RC3023	Highway 217 Environmental Assessment: Allen to Denny	$0.500
		Subtotal:	**$11.537**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
75.50	RC7036	190th: Pleasant View/Highland to 30th	$3.967
69.50	RC7000	172nd Avenue: Sunnyside Road to Multnomah County line	$1.500
67.75	RC3150	Cornell Road System Management: Downtown Hillsboro to US 26	$2.002
61.50	RC2110	Wood Village Boulevard: Halsey to Arata	$0.643
30.25	RC3192	Sue/Dogwood Connection	$3.455
		Subtotal:	**$12.166**
		Mode Category Total:	**$23.703**

Road Reconstruction

Score			Requested Amount (millions of $)
Recommended for First Cut			
79	RR1214	Division Streetscape and Reconstruction Project: SE 6th to 39th	$2.000
76	RR2081	223rd RR Undercrossing	$1.000
		Subtotal:	**$3.000**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$3.000**

Boulevard

Score			Requested Amount (millions of $)
Recommended for First Cut			
96	Bd3169	E Baseline: 10th to 19th	$3.231
93	Bd3169	E Burnside/Couch Street: 3rd to 14th	$4.700
91	Bd5134	McLoughlin Blvd Phase 2: Clackamas River to Dunes Dr.	$2.800
90	Bd2015	NE 102nd Avenue Phase 2: Glisan to Stark	$1.918
90	Bd2104	Burnside Road: 181st to Stark	$1.500
84	Bd1221	Killingsworth Phase 2: Commercial to MLK	$1.955
		Subtotal:	**$16.104**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
78	Bd3020	Rose Biggi extension: Crescent St. to Hall	$5.387
78	Bd6127	Boones Ferry Rd: Red Cedar to S of Reese Rd	$3.491
		Subtotal:	**$8.878**
		Mode Category Total:	**$24.982**

Freight

Score			Requested Amount (millions of $)
Recommended for First Cut			
86.75	Fr4044	82nd Avenue/Columbia Blvd Intersection Improvement	$2.000
n/a	Fr0002	N. Portland Rd/Columbia Boulevard Intersection Improvements	$0.538
		Subtotal:	**$2.538**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
70	Fr0001	N. Burgard/Lombard Street PE/ROW: Columbia to UPRR Bridge	$3.967
		Subtotal:	**$3.967**
		Mode Category Total:	**$6.506**

Large Bridge

Score			Requested Amount (millions of $)
Recommended for First Cut			
75.75	RR1010	Morrison Bridge Deck Replacement	$2.000
		Subtotal:	**$2.000**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$2.000**

Green Streets

Score			Requested Amount (millions of $)
Recommended for First Cut			
100	GS5049	McLoughlin Blvd (Hwy 99E) PE: Kellogg Lake culvert/dam removal	$1.055
65.50	GS1224	NE Cully Boulevard: Prescott to Killingsworth	$3.207
65	GS6050	Tigard Main Street: Hwy 99E to Comm Rail	$2.540
		Subtotal:	**$6.802**
Not Recommended for Further Consideration in Final Cut			
		Subtotal:	**$0.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$6.802**

First Cut target amount = 150% of available funding ($68.1 m), plus 50% of all Planning, diesel retrofit, new programs, and project development application amounts ($8.3 m).

Amount shown for expected amount authorized for 2010-11 does not include funds previously committed to repay bond debt ($18.6 million) for I-205/Mall light rail, Wilsonville commuter rail, and South Waterfront streetcar.

*** please see Bike/Trail technical evaluation summary for explanation of these project's score for cost effectiveness.

Recommended Total: **$76.383**
First Cut List Target Amount: **$76.400**
Expected 2010-11 Funding: $45.400

Transportation Priorities 2008-11 Program

"Investing in the 2040 Growth Concept"

Draft Environmental Justice Report

August 2006

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PURPOSE

Because the 2008-11 Transportation Priorities program will receive federal funding through the Surface Transportation Program and the Congestion Mitigation/Air Quality program, it is required to be in full compliance with all federal and state regulations regarding environmental justice. The importance of environmental justice analysis lies in ensuring that the costs and benefits of each transportation project are distributed equitably among communities in our region, and to minimize situations in which the benefits of a project do not incur to those who are suffering the costs.

Title VI of the Civil Rights Act of 1964 mandates, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (United States Department of Justice, 1964). Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," states that the duty of each public agency is to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations" (Clinton, 1994). Metro is also require to comply with the Civil Rights Restoration Act of 1987 as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

This draft currently assesses 2008-11 MTIP candidate projects, and will be updated at a later date to reflect environmental justice effects of projects selected for funding.

METHODOLOGY

Environmental Justice populations are defined as significant concentrations of persons with one or more of the following demographic characteristics:

- Minority racial group (Black, Asian, American Indian/Alaska Native, Hawaiian/Pacific Islander)
- Hispanic origin
- Low-Income (households that earned 1.99 times the federally-defined poverty level or less in 1999)
- Elderly (persons 65 years of age or older)
- Disabled (persons 5 years or older with any type of disability: sensory, physical, mental, self-care, go-outside-the-home, or employment)
- Non-English Speaking (persons who stated that they didn't speak any English at all in 2000)

The analysis was done using Geographic Information System application of year 2000 U.S. Census data. Each project was given a half-mile buffer and analyzed to determine the relative concentration of Environmental Justice populations within each buffer. A significant concentration is one in which 2.5 times the regional average or 1000 total persons or more of the surrounding population belong to an environmental justice category. Table 1 lists the regional average populations of each category as well as 2.5 times the regional average. The regional average was calculated for the tri-county region.

TABLE 1: Environmental Justice Regional Averages

	Regional Average	2.5 times the Regional Average
American Indian/Alaska Native	1% *(11,688)*	2.5%
Asian	5% *(75,340)*	12.5%
Black	3% *(42,548)*	7.5%
Disabled	11% *(165,733)*	27.5%
Elderly	10% *(150,386)*	25%
Hawaiian/Pacific Islander	0% *(4,526)*	1%
Hispanic	8% *(115,971)*	20%
Non-English-Speaking	0% *(1,427)*	1%
Low-Income	24% *(344,699)*	60%
Total Population (2000)	*1,444,219*	

Source: U.S. Census Bureau, 2000

Table 2 shows the MTIP applications that are located in an area with a significant concentration of an Environmental Justice population. The attached map shows the locations of the identified MTIP applications. NOTE: Each project was analyzed for all of the above-mentioned demographic categories, but none were in proximity to a significant non-English-speaking population; therefore, non-English-speaking is not listed in Table 2.

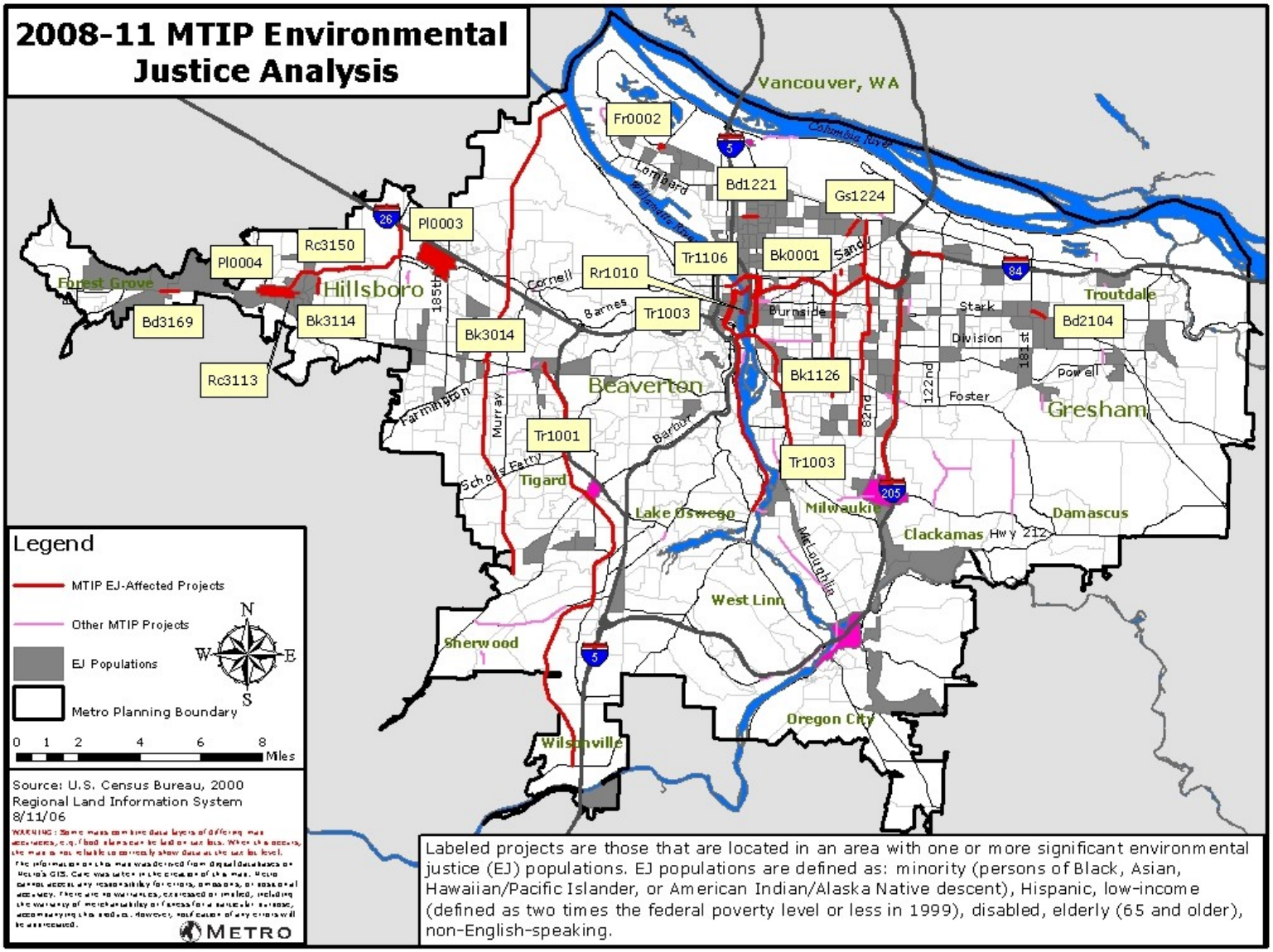
TABLE 2: MTIP Projects Affecting a Significant Concentration* of Environmental Justice Populations

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
Bd1221	1221	Killingsworth	11193	Black: 35% (3941)	Low-Income: 23% (2544)	
Bd2104	2104	Burnside	9360	Hispanic: 28% (2587)	Low-Income: 37% (3433)	
Bd3169	3169	E. Baseline (Cornelius)	1468	Hispanic: 26% (384)		
Bk0001	N/a	Sullivan's Gulch Trail Planning Study	49050	Asian: 2% (1127) Black: 2% (1170)	Low-Income: 4% (2151)	
Bk1126	1126 (70s not in RTP)	NE/SE 50s bikeway; NE/SE 70s bikeways	91266	Asian: 36% (3268) Hispanic: 1% (1085)	Low-Income: 2% (1702)	
Bk3014	3014, 3072, 3092, 6020	Westside Corridor Trail	47333	Asian: 2% (1023)		
Bk3114	3114	NE 28th Ave	6546	Hispanic: 21% (1375)		
Fr0002	Pending adoption of freight master plan in the RTP update	Portland Road/Columbia intersection improvements	4993	Black: 10% (524)	Low-Income: 27% (1378)	
GS1224	1224	Cully Boulevard Green Street Project	8149		Low-Income: 13% (1024)	
Pl0003	N/a	Tanasbourne Town Center Infrastructure Planning Study	17801	Asian: 7% (1292)		
Pl0004	N/a	Hillsboro Regional Center Infrastructure Planning Study	16196	Hispanic: 32% (5182)	Low-Income: 7% (1200)	
RC3113	3113	SE 10th Ave	6903	Hispanic: 41%	Low-Income: 19%	

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
				(2848)	(1337)	
RC3150	3150	Cornell Road ATMS and ATIS	21377	Hispanic: 20% (4196)	Low-Income: 7% (1405)	
RR1010	1010	Morrison Bridge Rehab	4797	Black: 9% (439)	Low-Income: 38% (1855)	
Tr1001	1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	84599	Hispanic: 3% (2688)		Elderly: 1% (1026)
Tr1003	1003 modified	South Corridor Phase 2: PE	40456		Low-Income: 14% (5472)	Disabled: 4% (1807)
Tr1106	1106, 1107	Eastside Transit Alternatives Analysis - Streetcar Alternative alignment Project	17038	Black: 7% (1159)	Low-Income: 17% (2859)	Disabled: 6% (1128)

Source: U.S. Census Bureau, 2000

*Significant concentration is defined as 2.5 times the Regional Average population within each category OR greater than 1000 total persons


2008-11 MTIP Environmental Justice Analysis
Vancouver, WA
Columbia River
Fr0002
Bd1221
Gs1224
Pl0003
Rc3150
Pl0004
Forest Grove
Hillsboro
Bd3169
Bk3114
Rc3113
Bk3014
Rr1010
Tr1106
Bk0001
Tr1003
Burnside
Sandy
Cornell
Barnes
185th
Stark
Troutdale
Bd2104
Division
181st
Powell
Foster
Gresham
122nd
82nd
Bk1126
Beaverton
Farmington
Murray
Tr1001
Barbur
Tr1003
Scholls Ferry
Tigard
Lake Oswego
Milwaukie
Damascus
Clackamas
Hwy 212
McLoughlin
West Linn
Sherwood
Oregon City
Wilsonville
Legend
MTIP EJ-Affected Projects
Other MTIP Projects
EJ Populations
Metro Planning Boundary
0 1 2 4 6 8 Miles
N
W
E
S
Source: U.S. Census Bureau, 2000
Regional Land Information System
8/11/06
METRO
Labeled projects are those that are located in an area with one or more significant environmental justice (EJ) populations. EJ populations are defined as: minority (persons of Black, Asian, Hawaiian/Pacific Islander, or American Indian/Alaska Native descent), Hispanic, low-income (defined as two times the federal poverty level or less in 1999), disabled, elderly (65 and older), non-English-speaking.

RESULTS

The Transportation Priorities funding allocation process received 54 construction or project development applications that can be evaluated for environmental justice impacts (the remaining programs are general planning or programs whose impacts are region wide). One method to evaluate whether the potential benefits and impacts of the program places a disproportional burden on minority, ethnic or low-income populations is to measure the percentage of candidate applications benefiting/impacting environmental justice populations to the percentage of these populations relative to the regional average.

Fifteen out of fifty four Transportation Priorities candidate projects benefit or impact one or more minority and/or ethnic populations (five Black, eight Hispanic, and four Asian). This represents 27.8% of the candidate projects. Minority and ethnic populations represent 17.3% of the regional population. This represents a slightly higher distribution of benefits and impacts to minority and ethnic populations relative to the regional average.

Twelve out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of low-income populations. This represents 22.2% of the candidate projects. Low-income persons constitute 24% of the regional population. This represents an even distribution of benefits and impacts to low-income persons relative to the regional population.

Three out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of elderly or disabled populations. This represents 5.6% of the candidate projects. Elderly and disabled populations represent 10% and 11% of the regional population respectively.

The only projects that are estimated at this time to have significant negative impacts (more than one displacement) are the Harmony Road project (RC5069) and a potential light rail project emerging from Preliminary Engineering of the South Corridor Phase II (Tr1003). The FEIS may also identify noise/vibration impacts associated with the potential light rail project. The Harmony Road project is not benefiting/impacting a significant concentration of an Environmental Justice population. The South Corridor project would benefit/impact a significant number (5,472) of low-income persons.

All of the projects are expected to provide benefits to the surrounding populations. These include increased number of travel options and access to jobs and services and decreased congestion.

DRAFT

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2007 Transportation Priorities And 2008-11 MTIP:

Investing in the 2040 Growth Concept

Calendar of Activities

2006

February	JPACT/Metro Council adopt Program policy objectives.
June 30	Final applications due to Metro
August 14	MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.
August 25	TPAC review of draft Metro Staff recommended First Cut List.
September 7	JPACT review of draft Metro Staff recommended First Cut List.
September 29	TPAC action on First Cut List.
October 10	Metro Council work session on release of First Cut List.
October 12	JPACT action on release of First Cut List.
October 13 – December 1	Public comment period, listening posts on First Cut List and Draft ODOT STIP (including TriMet TIP and SMART programming).

Listening Posts:

November 9 (Thursday)
Springwater Trail Room: City Hall Building
1333 NW Eastman Parkway, Gresham

November 13 (Monday)
Beaverton Community Center: Community Room and Vose Room
12350 SW Fifth Street, Beaverton

November 14 (Tuesday)
Pioneer Community Center
615 Fifth Street, Oregon City

Updated 2-9-06

November 16 (Thursday)
Metro Central: Council Chamber and Council Annex
600 NE Grand Ave., Portland

December	Metro Council work session: policy discussion and direction to staff on narrowing to the Final Cut List.
December	JPACT briefing on public comment report and policy discussion about direction to staff on narrowing to the Final Cut List.

2007

January	JPACT action on policy direction to staff on narrowing to the Final Cut List.
January	TPAC action on Final Cut List.
February	Public hearing on draft Final Cut List at Metro Council.
March	JPACT action on Final Cut List pending air quality analysis.
March	Metro Council action on Final Cut List pending air quality analysis.
April - June	Programming of funds. Air quality conformity analysis.
July	Public review of draft MTIP with air quality conformity analysis.
August	Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.
September	Receive approval of air quality conformity and STIP from USDOT.
October	Obligation of FFY 2008 programming begins.

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Transportation Operations Program
Monthly Update for August 2006

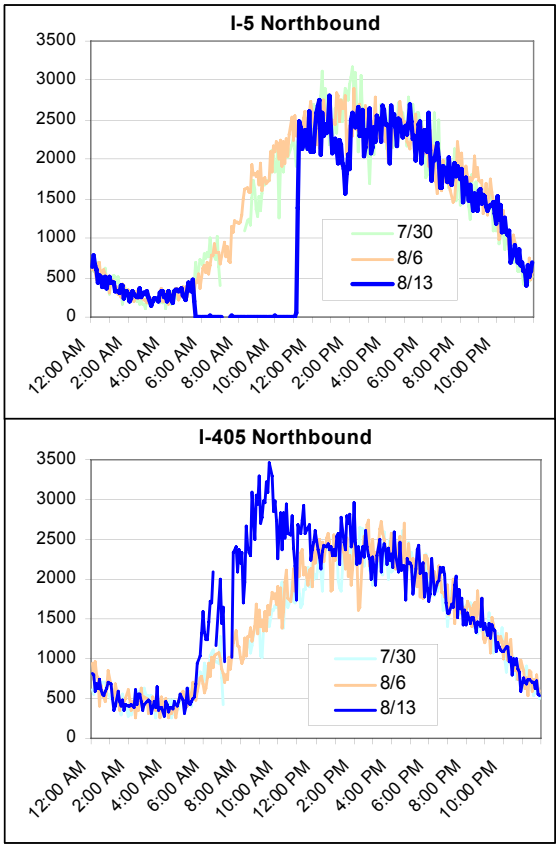
Transportation Operations Tidbit: Managing Special Events

National research has found that approximately 60% of congestion is due to "non-recurring" sources, including construction, incidents, weather, poor signal timing and special events. The annual bridge-pedal ride, held this year on Sunday, August 13th, is a prime example of a special event.

The graphs at right, based on traffic volume data gathered continuously by sensors installed in the pavement of the region's freeways, show how some of the closures associated with the bridge pedal affected traffic. The top graph shows traffic on I-5 northbound for three successive Sundays, including 8/13 when it was closed for approximately 6 hours (dark blue). The bottom graph shows traffic on I-405 northbound for the same days.

In contrast to unplanned causes of congestion, such as severe weather, a special event such as the bridge pedal or the Rose Festival provides time for transportation and law enforcement agencies to prepare collaboratively for the challenge. In many cases, the relationships established through these exercises help when unplanned challenges do arise.

The data used for this analysis was extracted from PORTAL (http://portal.its.pdx.edu) courtesy of PSU and ODOT.



Traffic counts (vehicles per hour) can be gathered in real-time from ODOT's in-road sensors. Above, graphs show how the closure of I-5 northbound for the annual Bridge Pedal caused traffic to increase on I-405.

News from the Transportation Operations Program

August Highlights

- FHWA awarded a grant from its Operations Support Program for Metro and its partners to educate local elected officials about intelligent transportation systems.
- Metro staff have had some early successes in using data from ITS devices for the RTP system conditions assessment. ODOT's sensors and TriMet's GPS-equipped buses are currently the major sources of this kind of data.

Sooner or Later

Sooner

- The TransPort TAC is still waiting to hear from FHWA if the region has been selected as a Pioneer Site for the Integrated Corridor Management Program.

Later

- Rick Capka, acting Administrator of FHWA, will be among the participants in a special event in late October to teach elected officials about current and future of ITS in the region.

Questions or Comments?
Contact Jon Makler
maklerj@metro.dst.or.us or (503) 797-1873

Transportation Priorities 2008-11 Program

"Investing in the 2040 Growth Concept"

Draft Diesel Retrofit and CMAQ Funding Evaluation Report

August 2006

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REPORT OVERVIEW

The purpose of this report is to provide guidance and background information regarding diesel retrofit projects in the MTIP application process. The report will explain relevant regulations and guidance for diesel retrofit projects, diesel emissions health and environmental issues, diesel emission reduction strategies, and will provide information on diesel emissions specific to the Portland area. The report will conclude with recommendations for evaluation procedures and next steps for diesel retrofit project prioritization.

Diesel retrofit projects are important to carefully consider in the MTIP process because of the significant human health risk associated with diesel emissions. Although the EPA has yet to release specific guidelines regarding acceptable levels of diesel emissions, much evidence has shown the direct link between diesel emissions and increased risk of lung cancer and other respiratory diseases.

DIESEL RETROFIT REGULATIONS AND GUIDANCE

The 2005 federal legislative act entitled "Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users," (SAFETEA-LU) includes specific regulations regarding the status of diesel retrofit projects in the Congestion Mitigation Air Quality (CMAQ) funding program. SAFETEA-LU states:

"States and metropolitan planning organizations shall give priority in distributing funds received for congestion mitigation and air quality projects and programs…to diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects" (SAFETEA-LU Section 1808).

The U.S. Environmental Protection Agency also advocates the use of diesel retrofit technology. Their 2006 guidance document, "Diesel Retrofits: Quantifying and Using their Benefits in SIPs and Conformity" states: "Diesel retrofit technologies reduce pollution from the existing diesel engine fleet by up to 90% for particulate matter, up to 50% for nitrogen oxides, and up to 90% for volatile organic compounds" (EPA 2006:7). The EPA asserts that retrofit projects provide a unique and cost-effective opportunity for state and local governments to reduce pollution from highway and non-road diesel vehicle and equipment fleets. EPA recommends the use of the National Mobile Inventory Model (NMIM) to estimate emission reductions from retrofit projects for SIPs and for conformity analyses.

DIESEL EMISSIONS ISSUES

Health and the Environment

Diesel emissions are hazardous to human health. Short-term exposure to diesel emissions can cause irritation of the lungs, throat, or eyes, can cause lightheadedness or nausea, and can cause respiratory problems such as coughing or phlegm. Long-term exposure to diesel emissions can result in serious respiratory complications or lung cancer (EPA 2002:1-4).

The Clean Air Task Force is a non-profit organization dedicated to research, education, and advocacy promoting clean air. Their 2005 report, "Diesel Health in America: The Lingering Threat," asserts the following:

- "Reducing diesel fine particle emissions 50 percent by 2010, 75 percent by 2015 and 85 percent by 2020 would save nearly 100,000 lives between now and 2030" (3)
- "Fine particle pollution from diesels shortens the lives of nearly 21,000 people each year. This includes almost 3,000 early deaths from lung cancer" (3)
- "Tens of thousands of Americans suffer each year from asthma attacks, heart attacks and respiratory problems associated with fine particles from diesel vehicles" (3)

The report also explains that diesel exhaust poses a higher cancer risk than other air toxics and that children and seniors are at the highest risk from diesel exhaust. The report ranked metropolitan areas by number of deaths attributable to diesel fine particles per capita in 1999. Portland ranked 26th on a list of the top 50 metropolitan areas; there were 13 deaths per 100,000 adults in 1999 attributable to diesel fine particles and 14 heart attacks per 100,000 adults for the same reason (CATF 2005:8).

Air Quality

Diesel exhaust contributes a significant amount of the total particulate matter (PM) and Nitrogen Oxides (NOx) emissions. According to the EPA's 2002 report entitled "Health Assessment Document for Diesel Engine Exhaust," diesel emissions contributed to 23% of the total national PM2.5 inventory in 1998 (EPA 2002:1-2). Diesel engine emissions constituted 18% of the total national PM10 inventory in 1998 (EPA 2002:2-19). Similarly, diesel engine emissions were 20% of the total national NOx inventory in 1998 (EPA 2002:2-21).

Diesel engine emissions were not a large source of either Volatile Organic Compounds (VOC) or Carbon Monoxide (CO), emitting approximately 2% of the total national inventory of each pollutant in 1998 (EPA 2002:2-23).

Diesel emissions are concentrated in intersections and roadways, and are particularly harmful towards people who operate or work around diesel engines, live near areas of significant diesel emission concentrations (particularly major transportation routes such as highways and railroad yards), regularly ride on buses or trains, or commute daily in heavy traffic. (CATF 2005:13).

Air Toxics

Diesel particulate matter is a large contributor to several hazardous air toxics that contribute to the risk of cancer and respiratory illnesses. In fact, diesel particulate matter represents a potentially greater risk of cancer than most other air toxic sources (PATA 2006:83-85). According to the Portland Air Toxics Assessment, "Diesel particulate matter is among the top three sources of risk within the Portland area" (PATA 2006:112).

METRO AREA DIESEL EMISSION CONDITIONS

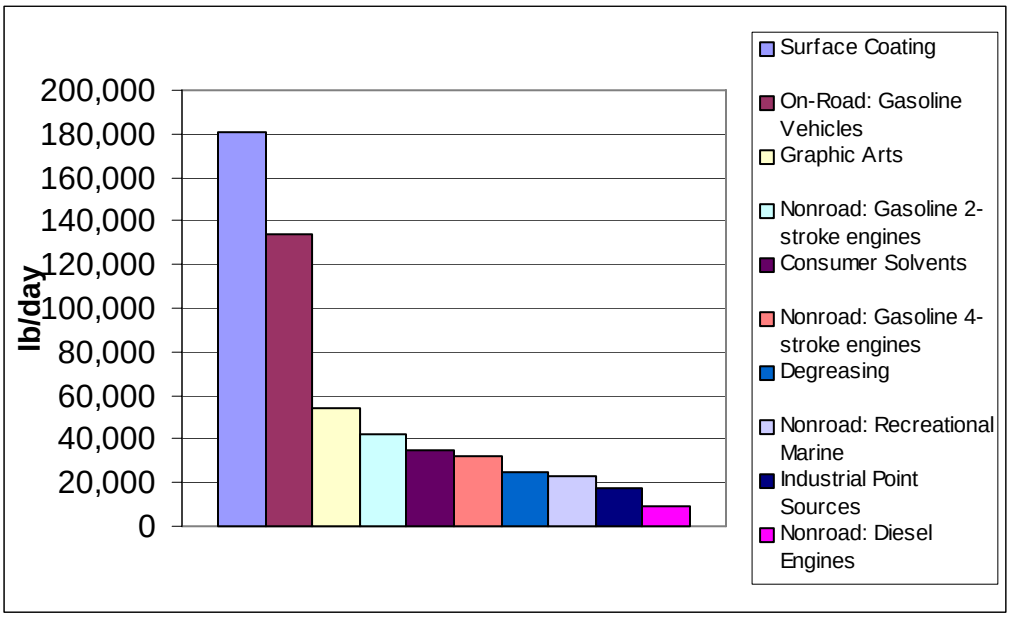
SIP status

The Portland area was re-designated as a CO Maintenance area in 1996. This means that the Portland area meets all federal standards for acceptable levels of CO but is still being monitored for compliance. The Portland area was once in violation for ozone standards, but is now in full compliance. It has never been in violation of federal standards for PM. Because we were once in violation of both ozone and CO standards, we are eligible for funding to reduce emissions contributing to those two pollutant categories.

Diesel Emission Contribution to Ozone, CO, and PM

The two major ozone precursors are VOC and NOx. Figure 1 shows the top ten sources of VOC in the Portland area in 2002. Non-road diesel vehicles were the tenth-highest category of VOC sources.

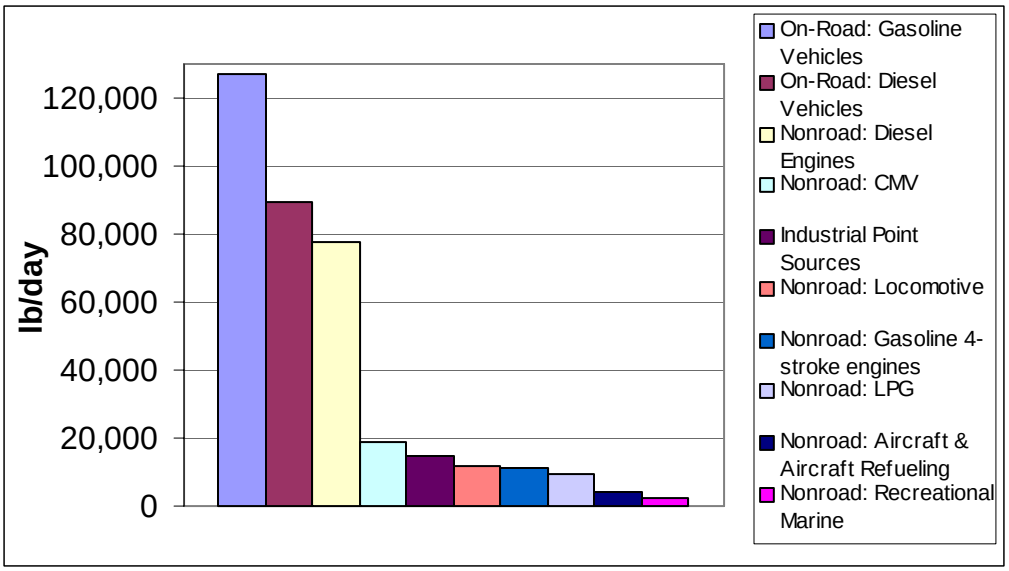
Figure 1: Portland Area 2002 VOC Top Ten Sources



Source: DEQ

Figure 2 shows the top ten sources of NOx in the Portland area. On-road diesel vehicles were the second highest source, and non-road diesel vehicles were the third highest source of NOx pollution in 2002.

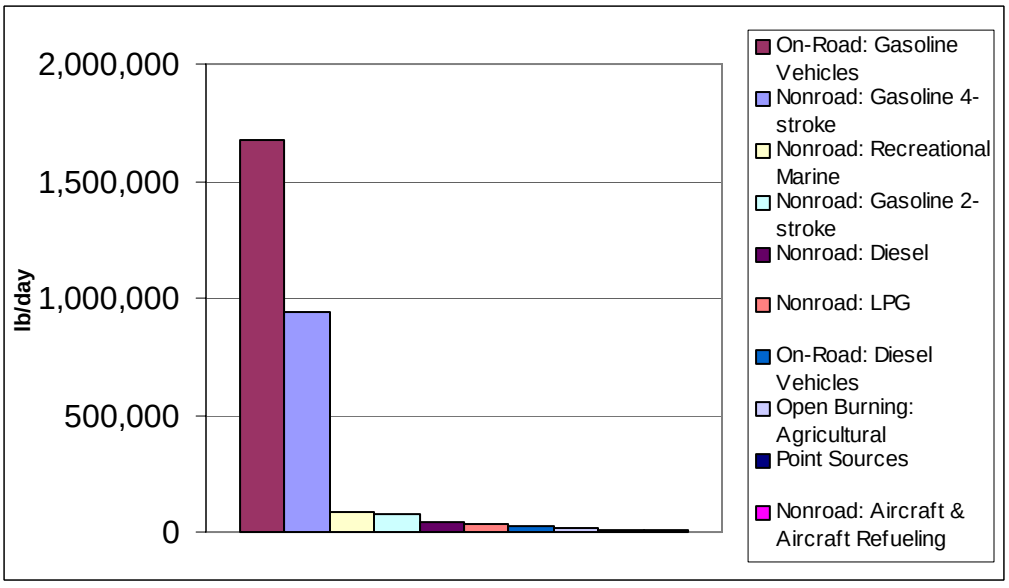
Figure 2: Portland Area 2002 NOx Top Ten Sources



Source: DEQ

Figure 3 shows the top ten sources of CO in the Portland area in 2002. Non-road diesel vehicles were the fifth largest source of CO and on-road diesel vehicles were the seventh highest source of CO in 2002.

Figure 3: Portland Area 2002 CO Top Ten Sources



Source: DEQ

Approximately 2% of the 2002 estimated PM10 Emissions were from diesel vehicles, both on-road and non-road. Table 1 summarizes the percentages of on-road and non-road diesel emissions for each pollutant in 2002.

Table 1: Total Portland Area On-Road and Non-Road Diesel Emissions by Pollutant in 2002

	CO	NOx	VOC	PM10
On-road Diesel Emissions	24,822 Lb/day **0.84%**	89,546 Lb/day **23.7%**	5,308 Lb/day **0.53%**	532.3 Tons/Year **0.71%**
Non-road Diesel Emissions	41,986 Lb/day **1.43%**	77,376 Lb/day **20.48%**	9.035 Lb/Day **0.90%**	905.9 Tons/Year **1.21%**
Total Diesel Emissions	66,808 Lb/day **2.27%**	166,922 Lb/day **44.18%**	14,342 Lb/Day **1.42%**	1,516 Tons/Year **2.03%**

Source: DEQ

Diesel emissions provide the highest total percentage of NOx, followed by CO, PM10, and VOC. However, it is important to consider that risk from a pollutant is not necessarily related to its total mass or concentration. Although diesel particulate matter may not represent a large share of emissions in total, it still represents a significant health risk.

POTENTIAL EVALUATION METHODS

The National Mobile Inventory Model, recommended by the EPA, is potentially a useful tool for evaluating emission reductions. EPA developed this model and it requires the following inputs: pollutant, vehicle class, start and end calendar years of program, initial and final model years for retrofit to be applied, percentage of fleet that is retrofit in each year, and percentage effectiveness of the retrofit. Given the two current MTIP applications, however, it may be difficult to glean the appropriate information from the applicants to run the model effectively.

Both diesel retrofit applications provided preliminary information on the emission reduction potential of their projects. Tri-Met provided the following information regarding forecasted emission reductions per bus:

- 85% reduction in PM
- 60% reduction in HC (VOC)
- 60% reduction in CO

Cascade Sierra Solutions provided the following measures of the potential emission reduction per truck:

- 25%-90% reduction in PM
- 25% reduction in CO
- 25%-50% reduction in NOx

The Cascade Sierra Solutions numbers depend on each truck being outfitted with special technology that may or may not be available at a reduced cost at the proposed outreach center.

A recommended methodology by DEQ staff is to use four criteria that are similar to the criteria used to evaluate other MTIP applications. The criteria are: modal (30 points

possible), safety (30 points possible), 2040 goals (15 points possible), and cost effectiveness (25 points possible). Modal would consider the amount of emission reduction. Safety would consider the extent of emission reductions and risk factors related to health. This could measure the exposure to people and particularly at-risk populations and/or Environmental Justice populations. 2040 goals criteria would evaluate the projects based on how well they support land use objectives and/or provide benefits for mixed-use centers. The cost effectiveness score would be based on amount of emission reduced and exposure to people reduced by unit cost. Emission reduction may be calculated using EPA's online SmartWay calculator (http://www.epa.gov/smartway/calculator/loancalc.htm), or by using information provided by the applicant.

RECOMMENDED NEXT STEPS

1. Brief TPAC on diesel emission report and recommend evaluation method for diesel retrofit applications in current 2008-11 Transportation Priorities funding cycle.
2. TPAC recommend evaluation method to JPACT and Metro Council on current applications.
3. Summarize evaluation of candidate applications for public comment period.
4. Identify potential updates to Transportation Priorities policy objectives for the 2010-14 funding cycle.

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