



METRO

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

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: September 29, 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 | Andy Cotugno |
| 9:30 AM | 2. | Citizen communications to TPAC on non-agenda items | Andy Cotugno |
| 9:35 AM | 3. | * Approval of August 25, 2006 Minutes | Andy Cotugno |
| 9:35 AM | 4. | Future Agenda Items <ul style="list-style-type: none"> • RTO Vanpool Program Update (January) • Willamette River Bridges (anytime) • Cost of Congestion Update • Damascus Concept Plan • Freight Data Collection • New Look Updates • Columbia River Crossing Updates | Andy Cotugno |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:40 AM | 5.1 | ** MTIP Review of draft Technical Scores/First Cut List –
<u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 10:40 AM | 5.2 | * Resolution No. 06-3712, For the Purpose of Amending the 2006-09 Metropolitan Transportation Improvement Program (MTIP) To Add The 172 nd Avenue: Foster Road to Sunnyside Road Project and Transfer Funds From the 172 nd Avenue: Sunnyside Road to Highway 212 Project –
<u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 10:45 AM | 5.3 | * Resolution No. 06-3733, For the Purpose of Amending the 2006-09 Metropolitan Transportation Improvement Program (MTIP) to Add the NW Cornell Road: Evergreen Parkway to 158 th Avenue Widening Project - <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 10:50 AM | 5.4 | * Resolution No. 06-3734, For the Purpose of Concurring That TriMet, C-Tran, And SMART Be The Designated Recipients Of Federal Jobs Access And Reverse Commute And New Freedom Transportation Funds Allocated To The Portland-Vancouver Urbanized Area - <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| | 6 | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 10:55 AM | 6.1 | # RTO Committee Structure Update – <u>INFORMATION</u> | Pam Peck |

11:00 AM	6.2	#	RTP Update- <u>INFORMATION</u>	Kim Ellis
11:50 AM	6.3	*	Sunrise DEIS Update - <u>INFORMATION</u>	Ron Weinman
12:05 AM	7		ADJOURN	Andy Cotugno

* 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.



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

August 25, 2006

Metro Regional Center

MEMBERS PRESENT

Scott Bricker
Leland Johnson
Mike McKillip
Dave Nordberg
Ron Papsdorf
Phil Selinger
Rian Windsheimer
Paul Smith
Ron Weinman
Jonathan Young

AFFILIATION

Citizen
Citizen
City of Tualatin, representing Cities of Washington County
Oregon Department of Environmental Quality (DEQ)
City of Gresham, representing Cities of Multnomah County
TriMet
Oregon Department of Transportation (ODOT – Region 1)
City of Portland
Clackamas County
FHWA

MEMBERS ABSENT

Frank Angelo
Greg DiLoreto
Nancy Kraushaar
James Castaneda
Brent Curtis
John Hoefs
Susie Lahsene
Dean Lookingbill
Karen Schilling
Mike Williams

AFFILIATION

Citizen
Citizen
City of Oregon City, representing Cities of Clackamas County
Citizen
Washington County
C-Tran
Port of Portland
SW Washington RTC
Multnomah County
Washington State Department of Transportation (WSDOT)

ALTERNATES PRESENT

Ed Abrahamson
Lynda David
John Gillam
Robin McCaffrey
Margaret Middleton
Andy Back

AFFILIATION

Multnomah County
SW Washington RTC
City of Portland
Port of Portland
City of Beaverton, representing Cities of Washington County
Washington County

GUESTS PRESENT

Gregg Everhart
Rob Foster
Syreya Sarkar
Gregg Snyder
Chris Smith

AFFILIATION

Portland Parks & Recreation
City of Forest Grove
Cascade Policy Institute
RTO Subcommittee, Multnomah Co. Citizen Rep
Citizen

STAFF

Robin McArthur, Bridget Wieghart, Pam Peck, Jon Makler, Deena Platman, Ted Leybold, Tom Kloster, Jessica Martin

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Ms. Robin McArthur called the meeting to order and declared a quorum at 9:33a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

3. MINUTES OF JULY 28, 2006 MEETING

ACTION TAKEN: Mr. Dave Nordberg moved and Mr. Phil Selinger seconded the motion to approve the July 28, 2006 meeting minutes. Hearing no objections, the motion passed.

4. INPUT ON FUTURE AGENDA ITEMS

There were no additions or discussion of future agenda items.

5. REGIONAL FREIGHT PLAN UPDATE

Ms. Deena Platman appeared before the committee to present a Power Point (included as part of the meeting record) on Planning for Regional Freight and Goods Movement. Her presentation included information on the following:

- Why Plan for Regional Freight and Goods Movement
- Collaboration is key to success
- Relationship to the Regional Transportation Plan (RTP)
- "PAC" Decision-making process
- Phase Schedule
- Phase I Update

Because an outcomes-based approach is being used to update the RTP, there will need to be some tough decisions made at the end of the process to determine how dollars are allocated. Mr. Andy Back cautioned dedicating a great deal of effort into a plan that may get dismissed. Ms. Platman responded that others have raised this concern and only the absolute priorities are being focused on.

Mr. Scott Bricker stated his interest in hearing more about how the plan intends to encompass a multimodal freight transportation system.

Ms. Robin McCaffrey agreed with Mr. Bricker's comments but added that while it is important to look at a multimodal freight system, the reality is that most freight does and will continue to move by truck.

Mr. Mike McKillip added that one of the biggest challenges will be informing and convincing people of the value of freight investment as it relates to quality of life issues, especially when up against transit, bike and pedestrian improvements.

6. RTO COMMITTEE STRUCTURE

Ms. Pam Peck appeared before the committee to present information on the committee structure of the Regional Travel Options (RTO) subcommittee and referred to a memo included in the packet (part of the meeting record). In 2005, TPAC requested the bylaws for the RTO Subcommittee be updated. The new structure of the RTO program created the need to determine how to best meet the oversight needs of the revised program. Ms. Peck outlined the current challenges and concepts for addressing them, which includes elevating the stature of the RTO Subcommittee to include members with greater budgetary authority within their organization and integrating the Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO).

She introduced Mr. Greg Snyder, RTO Subcommittee member who provided his perspective. Mr. Snyder urged the committee to consider the recommendation before them, which would better link RTO Subcommittee members and TPAC as well as reduce the number of committees/working groups.

Mr. Ron Papsdorf stated that the work the committee does is valuable and valued by TPAC. He suggested that the RTO Subcommittee and RTO Senior Managers be combined and combine the three separate committees into one which reports to the Senior Manager committee.

Mr. Selinger also voiced his support for the work the committee has done. He questioned how the committee could build a more meaningful connection with TPAC rather than just presenting to the committee every three months or so.

Mr. Ron Weinman questioned the rationale behind integrating TDM and TSMO, as there are different people who make up each group. The committee discussed the integration portion of the recommendation.

Ms. McArthur requested that a diagram of the committee structure be distributed at the next regular TPAC meeting.

Ms. Peck added that a resolution would be presented to the committee at the meeting in September.

7. RTP UPDATE: DEFINING OUTCOMES

Mr. Tom Kloster appeared before the committee to present information on integrating the outcomes based approach to update the Regional Transportation Plan (RTP). He directed the committee's attention to the second page of a memo (included as part of the meeting record) that describes a recommended approach to guide RTP research and policy development, and targeted stakeholder engagement activities during Phase 2 that will address identified policy gaps and integration of an outcomes-based framework to support those activities. He briefly reviewed each of the identified policy gaps. He directed the committee's attention to Attachment 3 of the memo and reviewed the timeline, noting that there would be several upcoming TPAC workshops and possibly a Transportation Summit in December.

For the 2035 RTP Update, Metro is developing a System Conditions Report that will provide a snapshot of the existing transportation system. 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 including pavement and bridge conditions

as well as safety and congestion hot spots. Mr. Jon Makler asked that any bridge and pavement data be submitted to him by Monday, September 18th.

He also asked TPAC for volunteers to form an ad-hoc task force that will discuss the process for using and supplementing each local inventory of safety and congestion hot spots. He noted that the task force might meet three times this fall in order to create lists and maps of target locations.

8. MTIP REVIEW OF DRAFT TECHNICAL SCORES/FIRST CUT LIST

Ms. McArthur stated that today the committee would receive an update on the status of the Transportation Priorities allocation process and have an opportunity to provide any additional direction to technical staff regarding development of a First Cut List recommendation.

Mr. Ted Leybold directed the committee's attention to the draft Diesel Retrofit and CMAQ Funding Evaluation Report (included as part of the meeting record). He noted that the 2005 federal legislative act "Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users" (SAFTEA-LU) includes specific regulations regarding the status of diesel retrofit projects in the Congestion Mitigation Air Quality (CMAQ) funding program, however there has not yet been guidance received from Federal Highway Administration (FHWA). He added that two applications have been received and they need to develop a way to evaluate them. He asked that TPAC recommend an evaluation method to JPACT and Metro Council on current applications and requested that comments be forwarded to him by September 10th.

Mr. Leybold directed the committee's attention to page 2 of the cover memo (included as part of this meeting record) and reviewed the program objectives, factors used to develop narrowing recommendations, and explanation of Metro staff project/program recommendation. 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. In the past, Metro staff has not recommended cutting any of the planning activities during the first cut. Planning activities were not technically evaluated in a quantitative manner. Selection of planning activities were done based on feedback from the public comment period and from policy bodies based on qualitative criteria and their relative cost and importance to candidate construction projects.

The committee discussed whether technical staff should consider narrowing the Planning, Project Development, Diesel Retrofit, and/or Programmatic applications as part of the First Cut Recommendation and whether 150% of expected funds, reduced by the existing commitment to repay bond debt should be a firm target for the total cost of the First Cut List recommendation (\$68.1). After much discussion, the committee expressed a desire to attempt to narrow the "project development" applications as part of the first cut process. The committee also expressed the desire to provide JPACT and the Metro Council with a disciplined recommendation to meet the traditional 150% target, consistent with policy direction.

9. ADJOURN

As there was no further business, Ms. McArthur adjourned the meeting at 12:26 p.m.
Respectfully submitted,

Jessica Martin
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 25, 2006

The following have been included as part of the official public record:

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	3	Minutes	7/28/06	TPAC Meeting Minutes of July 28, 2006	082506t-01
**	5	Power Point	8/25/06	Planning for Regional Freight and Goods Movement Status Report by Deena Platman	082506t-02
*	6	Memo	8/17/06	To: TPAC From: Pam Peck Re: RTO Bylaws Discussion	082506t-03
*	7	Memo	8/18/06	To: TPAC From: Kim Ellis Re: Integrating An Outcomes Based Approach to Update the RTP	082506t-04
*	7	Memo	8/25/06	To: TPAC From Kim Ellis Re: Collecting Data for RTP System Conditions Report	082506t-05
**	7	Calendar	8/18/06	Phase 2: Metro Council and Advisory Committee Meeting calendar	082506t-06
**	8	Memo	8/24/06	To: TPAC From: Ted Leybold Re: Transportation Priorities 2008-11 – Draft Metro Staff Recommendation First Cut List	082506t-07
**	8	Document	10/12/04	Project Description and Summary Booklet for candidate applications	082506t-08
**	8	Document	8/24/06	Summary of comments received and Metro staff response from August 12 meeting to review the draft technical analysis of candidate applications	082506t-09
**	8	Document	8/25/06	Technical Evaluation and Qualitative Factors Summary	082506t-10
**	8	Document	8/24/06	Summary list of the First Cut projects and programs as recommended by Metro staff	082506t-11
**	8	Report	August 2006	Draft Environmental Justice Report for the 2008-11 Transportation Priorities Program	082506t-12
**	8	Calendar	3/1/06	Project Calendar	082506t-13
**	8	Report	August 2006	Draft Diesel Retrofit and CMAQ Funding Evaluation Report	082506t-14
**	Non-Agenda Item	Update	August 2006	Transportation Operations Program Monthly Update for August 2006 by Jon Makler	082506t-15

* Included in packet

**Distributed at meeting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-)	RESOLUTION NO. 06-3712
09 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD)	Introduced by Councilor Rex Burkholder
THE 172 ND AVENUE: FOSTER ROAD TO)	
SUNNYSIDE ROAD PROJECT AND TRANSFER)	
FUNDS FROM THE 172 ND AVENUE:)	
SUNNYSIDE ROAD TO HIGHWAY 212)	
PROJECT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2006-09 MTIP on August 18, 2005; and

WHEREAS, Clackamas County has requested the transfer of \$2,549,000 of transportation funding from the 172nd Avenue: Sunnyside Road to Highway 212 project to a new project to widen 172nd Avenue between Foster Road and Sunnyside Road; and

WHEREAS, this is a new transportation project requiring amendment into the Metropolitan Transportation Improvement Program prior to these funds being made available to the project; and

WHEREAS, the project has been determined in conformity with the State Implementation Plan for air quality per federal regulations; and

WHEREAS, these projects are consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the SE 172nd Avenue: Foster Road – Sunnyside Road project into the 2006-09 Metropolitan Transportation Improvement Program with \$2,549,000 of funding transferred from the 172nd Avenue: Sunnyside Road – Highway 212 project.

ADOPTED by the Metro Council this 26th day of October 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3712, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE 172ND AVENUE: FOSTER ROAD TO SUNNYSIDE ROAD PROJECT AND TRANSFER FUNDS FROM THE 172ND AVENUE: SUNNYSIDE ROAD TO HIGHWAY 212 PROJECT

Date: September 20, 2006

Prepared by: Ted Leybold

BACKGROUND

Clackamas County has requested a transfer of funding authority from the SE 172nd Avenue: Sunnyside Road to Highway 212 project to the SE 172nd Avenue: Foster Road to Sunnyside Road project. The available fund authority is \$2,549,000 and is proposed to be used for environmental assessment and engineering work on the project.

The County has stated that it will use local funds to complete the existing project. This will allow the project to proceed more quickly, meeting their desired construction schedule to serve pending development in the project area.

The County has submitted the required project information to request transfer of funds to a new project. The new project would widen a two-lane rural road to a five-lane facility with urban infrastructure and design treatments. The facility will serve as the primary north/south arterial connecting the Pleasant Valley area with Sunnyside Road and the Clackamas Industrial area and regional center. It has been evaluated relative to other road capacity project in the Transportation Priorities process and ranks near the middle of the other road capacity projects in the quantitative evaluation. It also has qualitative attributes, including serving an urban growth boundary expansion area that has completed concept planning.

Air quality conformity analysis will be submitted to the air quality agencies and TPAC for consultation and forwarded to FHWA for approval.

This resolution would approve amending the 2006-09 Metropolitan Transportation Improvement Program to transfer programming of \$2,549,000 from the SE 172nd Avenue: Sunnyside Road to Highway 212 project to the SE 172nd Avenue: Foster Road to Sunnyside Road project.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 05-3606 on August 18, 2005 (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available transportation funding to Clackamas County for the SE 172nd Avenue: Foster Road to Sunnyside Road project and remove availability of that funding for the SE 172nd Avenue: Sunnyside Road to Highway 212 project.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Resolution No. 06-3712.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-)	RESOLUTION NO. 06-3733
09 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD)	Introduced by Councilor Rex Burkholder
THE NW CORNELL ROAD: EVERGREEN)	
PARKWAY TO 158 TH AVENUE WIDENING)	
PROJECT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2006-09 MTIP on August 18, 2005; and

WHEREAS, the State of Oregon awarded Washington County \$1 million of funding for the widening of NW Cornell Road between Evergreen Parkway and 158th Avenue through the Immediate Opportunity Fund to support economic development opportunities; and

WHEREAS, this is a new transportation project requiring amendment into the Metropolitan Transportation Improvement Program prior to these funds being made available to the project; and

WHEREAS, the project has been determined in conformity with the State Implementation Plan for air quality per federal regulations; and

WHEREAS, the project is consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the NW Cornell Road: Evergreen Parkway to 158th Avenue project into the 2006-09 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 26th day of October 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3773, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE NW CORNELL ROAD: EVERGREEN PARKWAY – 158TH AVENUE WIDENING PROJECT

Date: September 20, 2006

Prepared by: Ted Leybold

BACKGROUND

The Oregon Transportation Commission has awarded Washington County \$1 million from the Immediate Opportunity Fund for the widening of NW Cornell Road between Evergreen Parkway and 158th Avenue. The purpose of the Immediate Opportunity Fund is to respond quickly to infrastructure investment needs that will support economic development opportunities.

The NW Cornell Road project will bring the last remaining two-lane section of Cornell Road south of Highway 26 up to its planned standard and capacity by adding two travel lanes, a turn-lane where necessary, bike lanes, sidewalks, planter strips and street lighting.

Air quality conformity analysis will be submitted to the air quality agencies and TPAC for consultation and forwarded to FHWA for approval.

This resolution would approve amending the 2006-09 Metropolitan Transportation Improvement Program to include programming of \$1 million of state transportation project funds obtained for the project.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 05-3606 on August 18, 2005 (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available state transportation funding to Washington County for the NW Cornell Road: Evergreen Parkway to 158th Avenue project.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 06-3773.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONCURRING THAT)	RESOLUTION NO. 06-3734
TRIMET, C-TRAN, AND SMART BE THE)	
DESIGNATED RECIPIENTS OF FEDERAL)	Introduced by Councilor Rex Burkholder
JOBS ACCESS AND REVERSE COMMUTE)	
AND NEW FREEDOM TRANSPORTATION)	
FUNDS ALLOCATED TO THE PORTLAND-)	
VANCOUVER URBANIZED AREA)	

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are the federally designated Metropolitan Planning Organization for the Oregon portion of the Portland-Vancouver urbanized area and are authorized to program federal transportation funds into the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, the Jobs Access and Reverse Commute (JARC) federal transportation funding program has been changed from a grant award funding program to a formula funding program allocated to all urbanized areas; and

WHEREAS, a new federal transportation formula funding program titled New Freedom has been created to provide new public transportation services for individual with disabilities; and

WHEREAS, Metro and the Regional Transportation Commission of Southwest Washington have reviewed the planning, administrative and legal requirements necessary to be designated as a recipient of funds from the JARC and New Freedom programs; and

WHEREAS, TriMet, C-Tran and SMART are qualified to receive these funds; and

WHEREAS, Metro and TriMet will update the Memorandum of Understanding that identifies the roles and responsibilities of each agency in carrying out regional transportation planning activities to effectively administer these funds, attached as Exhibit A; and

WHEREAS, federal law requires the Metropolitan Planning Organization concur with the Governor in designating a recipient of these new program funds; now, therefore

BE IT RESOLVED that the Metro Council hereby accepts the recommendation of JPACT to concur that TriMet, C-Tran and SMART be designated by the Governors of Oregon and Washington as recipients of JARC and New Freedom transportation funds allocated to the Portland-Vancouver urbanized area.

ADOPTED by the Metro Council this 26th day of October 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3734, FOR THE PURPOSE OF CONCURRING THAT TRIMET, C-TRAN AND SMART BE THE DESIGNATED RECIPIENTS OF FEDERAL JOBS ACCESS AND REVERSE COMMUTE AND NEW FREEDOM TRANSPORTATION FUNDS ALLOCATED TO THE PORTLAND-VANCOUVER URBANIZED AREA

Date: September 20, 2006

Prepared by: Ted Leybold

BACKGROUND

The recent federal transportation authorization act created a new funding program to provide new transportation services beyond those required by the Americans with Disabilities Act and that assist individuals with disabilities with transportation. The act also changed the Jobs Access and Reverse Commute (JARC) program from a competitive grant program to a formula funding program provided to all eligible areas.

The act requires the Governor to identify the “designated recipients” for these two funding programs. There must also be concurrence of the designation by the providers of publicly owned transit service and the Metropolitan Planning Organization in the urbanized area. Typically, the public transit service providers will serve as the recipients of these funds and will administer the distribution of these funds at the local level.


TriMet, C-Tran, and SMART have provided the documentation necessary to demonstrate that they have the legal and administrative capacity to be the designated recipient of these funds. Metro and TriMet will also update their Memorandum of Understanding for carrying out planning activities to clarify agencies responsibilities related to the administration of these funds.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** The recent federal transportation authorization law (Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users or SAFETEA-LU) created two new federal formula funding programs and required Metropolitan Planning Organizations to concur with the state governor on the designated local recipient of these funds.
3. **Anticipated Effects** Adoption of this resolution will authorize TriMet, C-Tran and SMART to receive federal transportation funds provided through the federal New Freedom and Jobs Access and Reverse Commute funding programs.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 06-3734.



Sunrise Project, I-205 to Rock Creek Junction

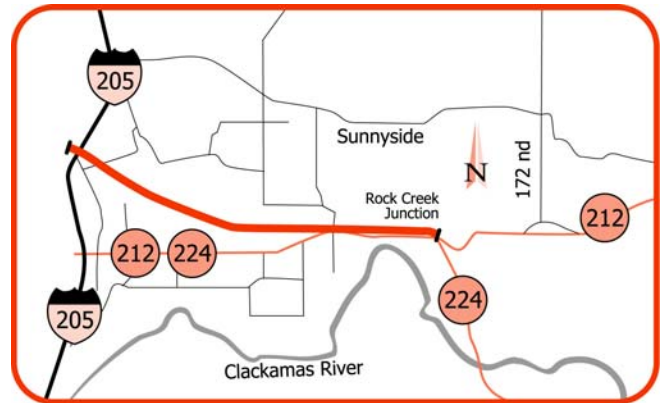
Project Update—September 2006

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 at the Rock Creek Junction (with a transition area out to 172nd). This project was studied in the 1990s. The Supplemental Draft Environmental Impact Statement (SDEIS) will evaluate updated alternatives for the project.

Project Purpose

The purpose of this project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

- Goal 1** - Provide for future safety, connectivity, and capacity needs for statewide and regional travel.
- Goal 2** - Support the viability of the Clackamas area for industrial uses.
- Goal 3** - Support community livability and protect quality and integrity of residential uses.
- Goal 4** - Minimize and mitigate adverse impacts to natural and cultural resources.



Project Status

In 2006, ODOT and Clackamas County project engineers refined project alternatives and design options for the Sunrise Project. Early this summer, project committees forwarded three alternatives (with various design options) for further study in the Supplemental Draft Environmental Impact Statement (SDEIS).

Alternatives being studied in SDEIS:

- No Build
- Build with Mid-Point Interchange
- Build with No Mid-Point Interchange

Tolling is also being examined.

What's Next?

In late 2006/early 2007, a consultant team will prepare the SDEIS, which will document the potential impacts. Technical staff will examine impacts including transportation, air quality, biological and cultural resources, and noise, as well as impacts to residents and businesses.

How can you stay involved and informed?

Get on the mail and e-mail lists. E-mail notices are sent regarding the PAC meetings, which are open to the public and offer a short public comment period. If you have any questions about this project or would like to schedule a presentation for your business or community organization, please contact us.

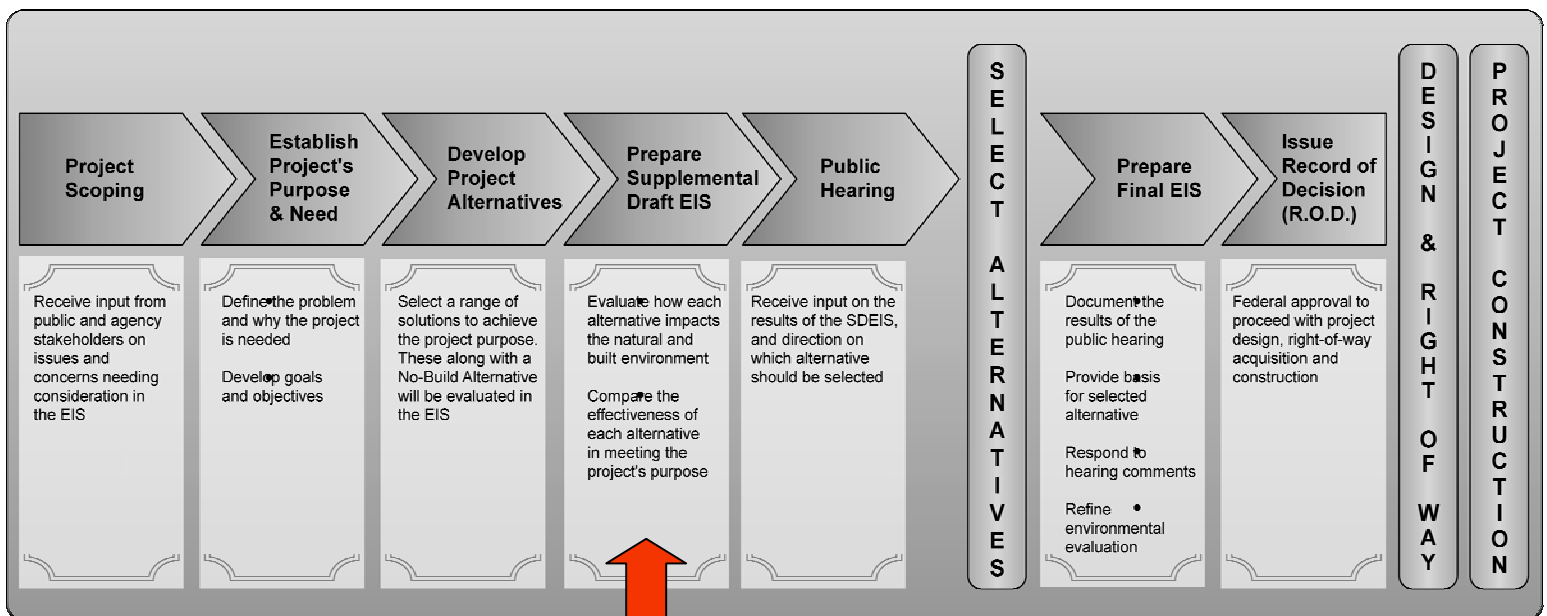
Contact Info: Kristen Kibler, Jeanne Lawson Assoc. (503)235-5881/kkibler@jlainvolve.com
Project Website: <http://www.co.clackamas.or.us/dtd/lngplan/> and click on the Sunrise Project, I-205 to Rock Creek Junction.

Supplemental Draft Environmental Impact Statement—Anticipated Schedule

June 2004	Kick-off Open house
Summer/Fall 2004	Project Advisory Committee (PAC) and Policy Review Committee (PRC) Meetings on Project Purpose & Need, Goals & Objectives and background
Winter 2004	Design Workshop
Spring 2005	PAC/PRC Meeting to review screening criteria and help refine alternatives
Spring/Summer 2005	Engineers refine alternatives
Fall 2005	PAC/PRC Update Meeting
Fall 2005	Public Open House on Alternatives to be studied in SDEIS
Fall 2005/Spring 2006	PAC/PRC makes recommendation on alternatives for SDEIS
Summer 2006	SDEIS begins—technical staff study alternatives in greater detail
Winter 2007	Public Open House and Hearing on SDEIS and PAC Recommendations
Spring 2008	Final EIS document completed and FHWA issues Record of Decision
Pending Approval	Final Design, Right of way acquisition, and Construction and Funding

What happens in the SDEIS process?

An Environmental Impact Statement (EIS) is a document that results from a public and scientific process where both the positive and negative social, economic, and environmental impacts of constructing a project are evaluated. It is required by federal law. Through the EIS process, the partner agencies identify community concerns and issues, develop alternative solutions, evaluate the impacts of those alternatives and select a preferred alternative. The Sunrise Project is preparing a Supplemental Draft EIS because this project was studied previously in the 1990s, but not funded. The Supplemental Draft EIS verifies the project purpose and need and updates the project and the study of impacts based on changes that have occurred in the corridor since the earlier study. The following shows the process schedule for this project.



We are here

SUNRISE PROJECT I-205 TO ROCK CREEK JUNCTION

Statement of Purpose

The purpose of this project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

Statements of Need

- Highway 212/224 between I-205 and Rock Creek Junction is currently experiencing unacceptable levels of congestion and delay during the peak travel periods. In 2030, the projected traffic volume will far exceed the volume that the existing four-lane arterial can be expected to handle at an acceptable level of service.
- By 2030, the numbers of households and jobs in the area served by this section of Hwy 212/224 are expected to increase by 136 percent and 85 percent respectively.
- Both the north and southbound weave sections of I-205 between 82nd Avenue and Highway 212/224 are approaching capacity resulting in frequent stop-and-go movements, difficulty in changing lanes, and long queues forming because of minor incidents. By the year 2015, this section of I-205 will exceed its design capacity and the length of these stop-and-go movements will continue to grow if no action is taken. Traffic traveling on the Milwaukie Expressway (Hwy 224) heading east on Highway 212/224, as well as the reverse direction, must either use the above section of I-205 or the currently congested 82nd Drive.
- Highway 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 hundred vehicle collisions were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. Inadequate bicycle and pedestrian facilities reduce the safety and connectivity for these modes of travel in the project area.
- Highway 212/224 is designated as a statewide and regional freight route with 12 percent of the traffic on the project section of this highway being trucks. Highway 212/224 serves the Clackamas Region Industrial area, which is a major freight distribution center for the Northwest. This area is expected to nearly double its employment by the year 2015. Long delays are currently being reported for trucks accessing I-205 from the distribution center.

SUNRISE PROJECT I-205 TO ROCK CREEK JUNCTION

GOALS AND OBJECTIVES

Goal 1

Provide east-west transportation improvements from I-205 at the Milwaukie Expressway to the Rock Creek Junction to meet existing and future safety, connectivity, and capacity needs for statewide and regional travel within the Hwy 212/224 Corridor.

Objectives

1. Relieve congestion and provide for efficient traffic flow.
2. Provide facility improvements and access that are consistent with the Oregon Highway Plan.
3. Reduce congestion and improve safety on I-205 between the Milwaukie Expressway Interchange and the Highway 212 Interchange.
4. Improve safety and connectivity for motorists, pedestrians, and bicyclists within the project corridor.
5. Support access and operational needs for improved transit service in the project corridor.
6. Provide flexibility in the design to accommodate the future possibility of high capacity transit (HCT) within both the Highway 212/224 and the I-205 corridors.
7. Serve freight travel in a safe and efficient manner.
8. Develop a project that is consistent with land use and transportation planning in the region.
9. Provide a safe and efficient evacuation route for the metropolitan area that supports regional emergency management plans.
10. Consider the locations of existing emergency response facilities in determining highway access points; provide for timely access and response throughout.

Goal 2

Provide transportation improvements that support the viability of the Clackamas area for industrial uses.

Objectives

1. Provide local circulation and access that supports the transportation needs of area industrial uses.
2. Minimize construction impacts on local businesses.
3. Minimize displacements of businesses and retain as much viable industrial land as possible.

Goal 3

Support community livability and protect the quality and integrity of residential uses within and adjacent to the corridor.

Objectives

1. Provide adequate access to the state highway system.
2. Maintain local roadway connectivity.
3. Minimize residential displacements.
4. Minimize and mitigate, where practicable, project related noise impacts to residential areas.
5. Minimize the visual impacts of a new facility.
6. Minimize and/or mitigate the effects of highway-related light pollution on residential areas.
7. Minimize loss of affordable housing.

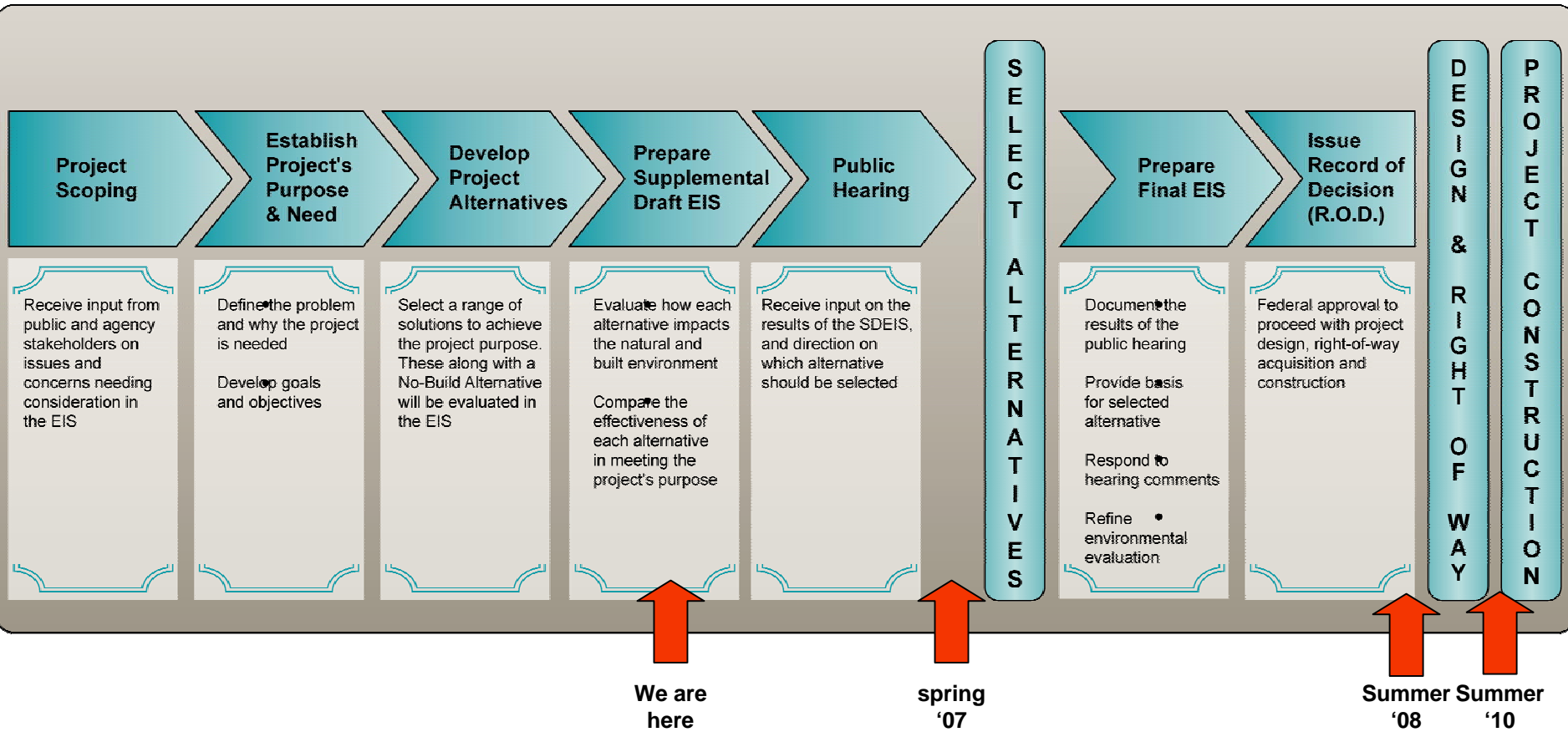
Goal 4

Provide a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor.

Objectives

1. Protect and, if practicable, enhance terrestrial wildlife corridors that are associated with building the proposed facility.
2. Protect existing stream courses and riparian zones and effectively mitigate unavoidable impacts.
3. Avoid impacting wetlands and aquatic resources where practicable. Where impacts are unavoidable, provide effective mitigation.
4. Avoid impacting cultural sites and resources where practicable. Where impacts are unavoidable, provide recordation, salvage, and/or mitigation as appropriate.
5. Look for and consider opportunities to incorporate enhancements to existing natural and cultural resources within the project area.
6. Protect habitat for Threatened and Endangered Species.
7. Protect ground and surface water quality.
8. Manage surface-water run-off using best management practices.
9. Minimize negative impacts to air quality.

Process Flow Chart



Sunrise build alternatives: Transit

Additional transit service

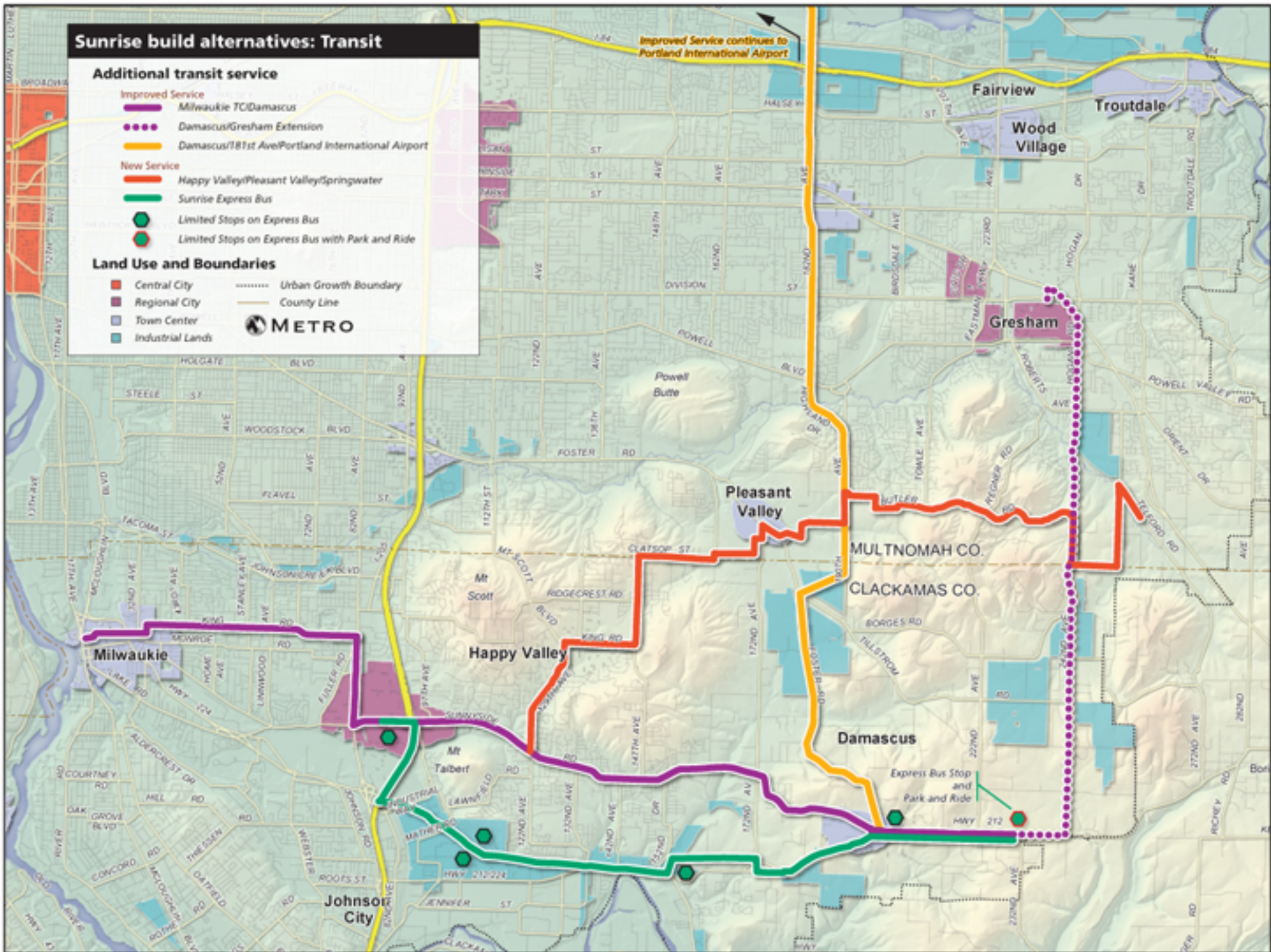
- Improved Service**
 - Milwaukie TC/Damascus
 - ⋯ Damascus/Gresham Extension
 - Damascus/181st Ave/Portland International Airport
- New Service**
 - Happy Valley/Pleasant Valley/Springwater
 - Sunrise Express Bus
 - Limited Stops on Express Bus
 - Limited Stops on Express Bus with Park and Ride

Land Use and Boundaries

- Central City
- Regional City
- Town Center
- Industrial Lands
- Urban Growth Boundary
- County Line



Improved Service continues to Portland International Airport



Materials following this page were distributed at the meeting.



DATE: September 26, 2006
TO: TPAC and Interested Parties
FROM: Ted Leybold: MTIP Manager
SUBJECT: TPAC Options for First Cut List Recommendation

* * * * *

Introduction

Following are amendment options identified by TPAC members at the September 22nd Workshop for consideration at the regular TPAC meeting on September 29th. The potential amendments are to the Metro staff recommendation issued August 25th. This memo summarizes policy rational as heard at the workshop and summaries of impacts the proposed cuts. Attached to this memo is a summary sheet of the project applications. Also attached is information on the projects and programs identified for potential amendment action. Copies of previously distributed materials will be available at the meeting or can be obtained on request.

TPAC Recommendation

The Metro Staff recommendation will serve as the starting point for development of a TPAC recommendation. The following amendments will then be considered if moved and seconded for a vote to amend the Metro Staff recommendation. A final vote will be made on the final recommendation as amended. TPAC members should reference policy rational (provided at previous meetings) when advocating a position on the proposed amendments. That rational will be summarized for JPACT and the Metro Council when presenting TPAC's final recommendation.

General

1. As means of promoting administrative efficiencies, cut all construction projects whose total federal participation cost is less than \$1 million. This would include the following projects:
 - a. Hood Street Pedestrian: Division to Powell (887 K)

- b. Clackamas County ITS (592 K)

Bike/Trail

- 2. Cut the Willamette Greenway Trail: SW Gibbs to SW Lowell project (\$1.8 million). Proposed that previous Transportation Priorities \$10 million allocation to the South Waterfront area should be considered a sufficient contribution to public infrastructure to this area.
- 3. Add the NE/SE 70's Bikeway project (\$3.698 million). Proposed that this project be considered a high priority project due to the large potential impact to inducing new riders in an area underserved by bicycle facilities.

Boulevard

- 4. Cut the Killingsworth: N Commercial to NE MLK Blvd. project (\$1.955 million). Proposed that this is the least viable project in a modal category with a lot of competition.

Diesel Retrofit

- 5. Cut additional \$700 K (TriMet has reduced its original request by \$1.1 million) from the diesel retrofit category and using the new technical analysis as a means of reducing costs. **Options** include:

- A. Cut \$500 K from the TriMet Bus application **and** cut the Sierra Cascade SmartWay Technology Center (\$200 K). This would eliminate the oldest approximately 42 buses of 325 buses proposed for retrofits from obtaining emission reduction equipment out of a total fleet of 606.

- B. Cut \$700 K from the TriMet Bus application. This would eliminate approximately 59 buses from obtaining emission reduction equipment.

Planning

- 6. Prioritize and propose cuts for half of the costs of the one-time Planning projects as a means of reducing costs without reducing existing service levels. This would include:

- a. Rx for Big Streets (250 K)
- b. Tanasborne Town Center Planning Study (200 K)
- c. Pedestrian Network Analysis (125 K – partial cut: scope and staff support would be reduced)

This would leave the Livable Streets Update and the Hillsboro Regional Center transportation design and preliminary engineering/environmental work on the First Cut list. Metro staff prioritized the Livable Streets update application based on it being a continuation of existing planning and design activities rather than taking on the next phase of the transportation and land-

use Corridor work that would be undertaken in the Rx for Big Streets work scope. Metro staff has identified the Hillsboro regional center planning activities as a priority over the Tanasborne town center planning activities based on the priority of regional center land uses being of higher significance than town center planning activities.

Regional Travel Options (RTO)

7. Propose cuts for half the new RTO Program applications as a means of reducing costs without cutting existing service levels. **Options** include:

A. \$400 K from Individualized Marketing program, and \$200 K from New TMA start-up support. This option would support one Individualized Marketing project for 6,650 households in addition to the 10,000 household effort funded in the base program. This option would also support formation of one additional TMA. The base program includes ongoing support for six existing TMAs and support for year two and three start-up funds for up to three TMAs that may be started in FY 07.

B. \$600 K from New TMA start-up support. This option would not allow for any new TMA start-up support but keeps intact the option of funding one 10,000 household Individualized Marketing project or two 5,000 household Individualized Marketing projects.

Road Capacity

8. Consolidate and propose scenarios for the ITS/ATMS projects in the Road capacity modal category as a means of utilizing the expertise of the Transport subcommittee and reducing costs. **Options** include:

A. \$5 million (\$153 K cut) to an ITS programmatic application with the first priority to a Tualatin-Sherwood Road project of similar scope to the existing application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.

B. \$3.5 million (\$1.653 million cut) to an ITS programmatic application with the first priority to a Tualatin-Sherwood Road project of similar scope to the existing application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.

C. \$3.5 million (\$1.653 million cut) to an ITS programmatic allocation with Transport recommending a prioritized project recommendation list with consideration of geographic distribution of project funding.

9. Add the SE 190th Drive: Pleasant View/Highland to SW 30th Street project – see attached rationale provided by project applicant (\$3.967 million).

10. Cut the Highway 217: B-H Hwy to Allen Environmental Assessment project as the lower end of the range and it's median technical score was not as compelling as some other projects in the Road Capacity category (\$500 K).

Road Reconstruction

11. Add the NE 223rd Avenue Railroad under crossing project as the application addresses significant cost over runs imposed on the project by forces beyond the control of the lead agency. This is a policy issue identified as a concern by and allowed for within the application process by JPACT and the Metro Council (\$1 million).

Transit Oriented Development

12. Cut the Transit Oriented Development (TOD) Hollywood Transit Center project development application and have applicant pursue through the regional TOD funding program (\$202 K).
13. Reduce the TOD Implementation program and the Centers program - not recognizing the specific \$2 million Beaverton Westgate site acquisition as part of the program allocation. Cut the TOD Implementation program from \$4 million to \$3 million and the Centers program from \$2 million to \$1 million.

**Transportation Priorities
2008-2011
Application Summary**

Project code	Project name	Funding request	Technical Score	Metro Staff Recommendation	Tier
Bike/Trail					
Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	78	x	First tier
Bk1048	Willamette Greenway Trail: SW Gibbs - SW Lowell	\$1.800	72	x	
Bk5026	Trolley Trail: Arista St. - Glen Echo	\$1.875	65	x	Second tier
Not in RTP	NE/SE 70s Bikeway 70s: NE Killingsworth - SE Clatsop	\$3.698	65		
Bk3012	Rock Creek Path: Orchard Park - NW Wilkins	\$0.600	64	x	
Bk4011	Marine Drive Bike Facility Gaps: NE 6th - NE 185th	\$1.873	61		
N/A	Sullivan's Gulch Trail: Esplanade - 122nd Ave (New project development)	\$0.224	** (50-85) 77	x	
Bk3014, 3072, 3092, 6020	Westside Corridor Trail: Tualatin River - Willamette River (New project development)	\$0.300	** (39-94) 87	x	
Bk5053	Milwaukie - Lake Oswego Trail (PE)	\$0.583	** (59-74) 69	x	
Bk5193	Willamette Falls Dr: 10th St - Willamette Dr	\$2.987	48		Third tier
Bk3114	NE 28th Ave: NE Grant - E. Main St (PE)	\$0.300	** (40-55) 47		
	Subtotal	\$15.606			
Boulevard					
Bd3169	East Baseline Street (Cornelius): 10th Ave - 19th Ave	\$3.231	96	x	First tier
Bd3169	East Burnside: 3rd Ave - 14th Ave	\$4.700	93	x	
Bd5134	McLoughlin Blvd: Clackamas River - Dunes Drive	\$2.800	91	x	
Bd2015	NE 102nd Avenue: NE Glisan - NE Stark	\$1.918	90	x	
Bd2104	SE Burnside: 181 Street - Stark Street	\$1.500	90	x	
Bd1221	Killingsworth: N Commercial - NE MLK Jr Blvd	\$1.955	84	x	Second tier
Bd3020	Rose Biggi extension: Crescent St. - Hall	\$5.387	78		Third Tier
Bd6127	Boones Ferry Road: Red Cedar Way - S of Reese Road	\$3.491	78		
	Subtotal	\$24.982			
Diesel Retrofit					
DR8028	Transit Bus Emission Reduction: Metro Region	\$2.500	83	x	Second tier
DR0001	Sierra Cascade SmartWay Technology: Metro Region	\$0.200	76	x	
	Subtotal	\$2.700			
Freight					
Fr4044	82nd Ave/Columbia Intersection Improvement	\$2.000	86.75	x	First tier
Fr0002	Portland Road/Columbia Blvd Intersection (Project development)	\$0.538	** (66.25-91.25) 88	x	
Fr0001	N Burgard/Lombard: N Columbia Blvd- UPRR Bridge	\$3.967	70		Third tier
	Subtotal	\$6.506			
Green Streets Culvert					
GS5049	OR 99-E Bridge at Kellogg Lake	\$1.055	100	x	First tier
	Subtotal	\$1.055			
Green Streets Retrofit					
GS1224	Cully Boulevard: NE Prescott - NE Killingsworth	\$3.207	77.50	x	First tier
GS6050	Main Street: Rail Corridor: Hwy 99E (Tigard)	\$2.540	72	x	
	Subtotal	\$5.747			
Large Bridge					
RR1010	Morrison Bridge: Willamette River (Portland)	\$2.000	75.75	x	Second tier
	Subtotal	\$2.000			
Pedestrian					
Pd2057	Hood Street: SE Division Street - SE Powell Blvd	\$0.887	90	x	First tier
Pd1160	Foster Woodstock: SE 87th St - SE 101 St	\$1.931	87	x	
Pd5052	SE 17th Ave: SE Ochoco - SE Lava Drive	\$1.655	82	x	
Pd1120	Sandy Blvd Ped Improvements: NE 17 - NE Wasco St	\$0.712	70		Second tier
Pd6007	Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall (New project development)	\$0.359	** (40-80) 67	x	
Pd6117	Pine Street: Willamette St - Sunset Blvd	\$1.100	47		Third tier

**Transportation Priorities
2008-2011
Application Summary**

Project code	Project name	Funding request	Technical Score	Metro Staff Recommendation	Tier
Subtotal		\$6.643			
Planning					
PI0006	MPO Program: Metro Region	\$1.993	n/a	X	First Tier
PI0005	RTP Corridor Project: Metro Region	\$0.600	n/a	X	
PI0002	Livable Streets Guidebook Update: Metro Region	\$0.200	n/a	X	Second tier
Pd8035	Pedestrian Network Analysis: Metro Region	\$0.247	n/a	X	
PI0003	Tanasborne Town Center Planning Study: Hillsboro	\$0.200	n/a	X	
PI0001	Rx for Big Streets: Metro Region 2040 corridors	\$0.250	n/a	X	
PI0004	Hillsboro RC Planning Study: Hillsboro	\$0.350	n/a	X	
Subtotal		\$3.840			
Regional Travel Options					
n/a	Regional Travel Options: Metro Region	\$4.447	n/a	X	First tier
n/a	RTO Individualized Marketing Program: Metro Region (Add)	\$0.600	n/a	X	Second tier
n/a	RTO New TMA Support: Metro region (Add)	\$0.600	n/a	X	
Subtotal		\$5.647			
Road Capacity					
RC5069	Harmony Road: 82nd Ave - Highway 224	\$1.500	84.50	X	First tier
RC3030	Farmington Road: SW Murray Blvd - SW Hocken Ave	\$4.284	80.75	X	
RC3016	Tualatin-Sherwood Road ATMS: 99W - SW Teton Rd	\$1.561	77.00	X	Second tier
RC3113	SE 10th Ave: East Main Street - Baseline	\$0.600	76.25	X	
RC7036	SE 190th Dr: Pleasant View/Highland - SW 30th St	\$3.967	75.50		
RC5101	Clackamas County ITS: Clackamas County(New programmatic)	\$0.592	n/a	X	
RC0001	ITS Programmatic Allocation: Metro Region (New)	\$3.000	n/a	X	
RC3023	Highway 217 E: Beaverton Hillsdale Hwy - SW Allen Blvd	\$0.500	** (47-77) 59	X	
PI0007	Happy Valley Town Center Arterial Street Planning	\$0.432	n/a	X	
RC7000	SE 172nd Ave: Multnomah Co line - Sunnyside Rd	\$1.500	69.50		Third tier
RC3150	Cornell Road ATMS and ATIS: Hillsboro - US 26	\$2.002	67.75		
RC2110	Wood Village Blvd: NE Halsey St - NE Arata Rd	\$0.643	61.50		
RC3192	Sue/Dogwood Connection: NW Dale - NW Saltzman	\$3.455	30.25		
Subtotal		\$24.035			
Road Reconstruction					
RR1214	Division Street: SE 6th St - 39th St	\$2.000	79		Second Tier
RR2081	223rd RR under-crossing at Sandy Boulevard	\$1.000	76		
Subtotal		\$3.000			
Transit					
Tr1106	Eastside Streetcar: NW 10th - NE Oregon	\$1.000	80	X	First tier
Tr8035	On-Street Transit Facilities: Metro Region	\$2.750	74	X	
Tr1003	South Corridor Phase 2: (PE)Portland - Milwaukie (Existing project development)	\$2.000	** (85-100) 100	X	
Tr8025	Tigard Transit Center: SW Commercial St (Tigard) (New project development)	\$0.160	** (33-68) 55	X	Second tier
Subtotal		\$5.910			
Transit Oriented Development					
TD8005a	Metro TOD Implementation Program: Metro Region	\$4.000	97	X	First tier
TD8005b	Metro Centers Implementation Program: Metro Region	\$2.000	** (82-97) 96	X	
TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St (New project development)	\$0.202	** (80-95) 94	X	Second tier
Subtotal		\$6.202			

Bond Repayment \$18.600

Grand Total \$132.473

** project received a weighted score and a range.

Projects and Programs for TPAC First Cut List Consideration

General:

Hood Street: SE Division Street - SE Powell Blvd

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 would add a sidewalk to the east side of Hood Street between Division and Powell, a planter strip with trees and streetlights to separate the sidewalk from the travel lane, curb extensions and cross-walks. The project would also rebuild the intersection of 4th and Hood to improve ADA access.

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).

Bike/Trail:

Willamette Greenway Trail: SW Gibbs - SW Lowell

Project code – Bk1048			
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

This project (Phase 1) of the South Waterfront Willamette Greenway trail would extend the existing trail, located between SW Lowell and SW Bancroft Court, north to SW Gibbs Street. The project would include two trails, one for pedestrians (10' permeable paving) and one for bicycles (12' concrete). It would include fine grading, lighting and landscaping within a 50' wide corridor. Rough grading and hazardous material remediation would be completed before the MTIP-funded trail project, as part of the greater greenway work in the Central District or by adjacent development.

NE/SE 70s Bikeway: NE Killingsworth - SE Clatsop

Project code – Bk1126			
Funding category	Bike	Location	Multnomah County
Status	Not Recommended	Sponsor	City of Portland
Funds requested	\$5,060,700	Total project cost	\$5,639,200

The 70's Bikeway would complete development of a 7.8-mile North/South corridor along a route identified as a community connector in the Regional Bike Network. The route would begin on NE 72nd Ave. south of existing bicycle lanes on NE Killingsworth Ave and continue to the Tillamook Bikeway. South of Tillamook the route would continue on 74th Ave. across the Banfield to Burnside and then along 76/75th to SE Harrison and, finally, down 72nd and 71st to the Portland city limits. Of this, 0.2 miles have been striped with bicycle lanes. Of the remaining 7.6 miles, 5.3 miles would be with bicycle boulevard treatments and 2.3 miles striped with bicycle lanes.

Diesel Retrofit:

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). Sharon Banks is the designer of the Everybody Wins Project and the CEO of Cascade Sierra Solutions (CSS). 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	\$2,500,000	Total project cost	\$2,800,000

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 325 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. 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.

Planning:

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 research recent best practices and peer review potential local application of practices in the following areas:

- use and recovery of recycled materials in street construction and maintenance,
- reconciliation of boulevard design and freight truck issues,
- wildlife and vehicle conflicts,
- street width and emergency response management, and
- new applications of and engineering specifications for green street treatments.

Funding would allow, after the development of new research and draft policies through a regional technical advisory committee, sponsor a regional summit, print a new series of Livable Streets guidebooks and propose amendments to the Regional Transportation Plan.

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.

The Project is expected to be ready to obligate regional flexible funding by 2008.

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.

RTO:

Regional Travel Options – Individualized marketing program: Regional

Project code – T08053			
Funding category	RTO	Location	Regional
Status	Recommended for First Cut	Sponsor	Metro
Funds requested	\$600,000	Total project cost	\$675,000

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

TMA's 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. TMA's are called for in the 2004 RTP:

Policy 19, d. Objective: Promote, establish and support transportation management associations (TMA's) 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 TMA's, all in their third year or more of service. TMA's 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 TMA's 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 TMA's 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).

Road Capacity:

Tualatin Sherwood Road ATMS: 99W - SW Teton Rd

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 would of the deploy 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.

Intelligent Transportation Systems Programmatic Allocation: Regional

Project code – RC0001			
Funding category	Road Capacity	Location	Regional
Status	Recommended for First Cut	Sponsor	Metro
Funds requested	\$3,000,000	Total project cost	\$3,350,000

Projects would be funded from this program and will be devoted to the application of advanced technologies to enhance the productivity of existing transportation infrastructure. Generally speaking, these technologies are used to monitor or detect traffic activity, such as inductive loop detectors in roadways, cameras, GPS devices, road-weather sensors, etc. ITS technologies are also used to communicate information to travelers, such as variable message signs and phone or internet-based travel information services. In addition, supporting infrastructure, such as fiber optic cable, allows control centers to communicate with and utilize devices in the field. All of these technologies are used to accomplish operational goals, such as managing incidents or improving on-time performance of transit vehicles.

There are two kinds of ITS investments that would be funded through this program. 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 could 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.

Hwy 217: 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	\$851,500

This project would complete Environmental Assessment (EA) and Preliminary Engineering (PE) adequate to get to a Finding of No Significant Impact (FONSI) on environmental resources for section of Hwy. 217 from Beaverton-Hillsdale Hwy. to Allen Boulevard. Project options to be studied would include improvements such as braided ramps for congestion reduction and safety improvements. Anticipated federal earmark funding will be used to complete Interchange Area Management Plan in conjunction with or following EA/PE.

Road Reconstruction:

223rd Ave RR under-crossing at Sandy Boulevard

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

This project would replace the existing Union Pacific Railroad (UPRR) bridge over 223rd Ave, which, 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 would be required to retain the paved slopes 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 would likely be removed. Street illumination will be installed through the 223rd Ave. corridor. The project would also improve the roadway to major collector standards, which includes two 12-foot travel lanes, a center turn-lane, and 6-foot sidewalks on each side.

TOD:

Hollywood Transit Center: South side 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.

2004 Project

- Milwaukie North Main Street Milwaukie

2005 Project

- Milwaukie Texaco Milwaukie

2006 Project

- The Watershed Portland

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.

2004 Projects

- Interstate MAX – Killingsworth Station Portland
- The Crossings Gresham
- Salvation Army Site Gresham
- Burnside Rocket Portland
- Russellville Portland
- Denver/Kenton Project Portland

2005 Projects

- North Flint Avenue Project Portland
- Hollywood Trifecta Portland

2006 Projects

- Nexus
- The Round
- Westgate Site
- Gresham Civic Station NE
- The Beranger
- Pacific University Phase I

Hillsboro
Beaverton
Beaverton
Gresham
Gresham
Hillsboro

MEMORANDUM

City of Gresham
Department of Environmental Services
Transportation Planning

September 22, 2006

TO: Transportation Policy Alternatives Committee

FROM: Ron Papsdorf, Transportation Planning Manager

RE: 190th Street, Pleasant View to 30th Street

The City of Gresham believes the 190th Street project should be included in the list of project to be carried forward for further consideration and public review. In Metro staff's August 23, 2006 Draft Recommendation, the project has been placed in the group of projects not recommended for further consideration. For the reasons discussed below, the recommendation is not consistent with Metro's own scoring of the project, nor the Joint Policy Advisory Committee's policy guidance.

Technical Merit

Metro staff previously has explained that in evaluating projects for further consideration, they looked for clear "breaks" in the scoring. This methodology correctly allows Metro to allow for any statistical unreliability in its scoring methodology.

Metro has not applied this grouping logic in its draft with respect to the 190th Street Project. With a score of 75.5 points—the 190th project's score is less than one point lower than the next highest ranked project included in the Tier 1 recommendation. It received the 5th highest score the ten ranked road capacity projects. The scoring of the Road Capacity projects indicates that there is a "band" of 5 projects within a spread of less than ten points. These 5 projects include the 190th Street Project. **All projects in this ten point "band" should be carried forward**, as their close scoring shows that they constitute a group of strong, high scoring projects.

Policy Merit

The 190th Street project meets the primary policy objective for the Transportation Priorities 2006-09 to leverage economic development in priority 2040 land use areas through investments that support 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

As noted in the application, this \$5 million project **will allow Gresham to continue to work with our development partners to implement the first phase of Pleasant Valley, which was added to the UGB in 1998.** The 1,532 Pleasant Valley area, which is located south of and adjacent to Gresham, includes a Town Center and is anticipated to be a community of 12,000 residents and to produce 5,000 new jobs. Gresham has completed the concept plan, infrastructure plans, and has annexed 540 acres of the area. Improvements to this segment of 190th Street are essential for development to proceed in Pleasant Valley and to **help the region meet its obligation to have a meaningful and developable urban growth boundary.**

Leverage and Project Linkage

This project is linked with improvements to 190th Street between 30th Street and Richey Road. The City is working with five development partners to design and construct that segment immediately to the south of this MTIP request. That southern segment represents a **\$4.6 million investment through development frontage improvements and system development charges.** In addition, the developers are expected to construct **improvements to area intersections totaling more than \$2.1 million.** The anticipated resulting development will produce approximately 850 new dwelling units.



METRO

DATE: September 26, 2006
TO: TPAC and Interested Parties
FROM: Ted Leybold, Mark Turpel
SUBJECT: Portland area Transportation Projects Conformity Consultation

* * * * *

As the Portland metropolitan area is in maintenance status for carbon monoxide (CO), an air quality conformity analysis and consultation is required prior to programming new projects into the Metropolitan Transportation Improvement Program. Following is the air quality analysis and draft conformity recommendation for three projects to be awarded state funding through the OTIA III bridge program, a requested transfer of urban-STP funds and the State of Oregon Immediate Opportunity Fund.

SW Iowa Street Bridge over I-5: \$2,795,987 for engineering a rehabilitation of the bridge deck.

Air Quality Assessment: This project is exempt by rule under Table 2 of 40 CFR Part 93.134 as a Safety activity: Widening narrow pavements or reconstructing bridges (no additional travel lanes). The project will repair the bridge with the current motor vehicle lane capacity.

SE 172nd Avenue between Foster and Sunnyside Roads: \$2,549,000 of urban STP funds for engineering and environmental work to rebuild two-lane rural road to a five lane urban road. Project #7000 in the 2004 RTP Financially Constrained system.

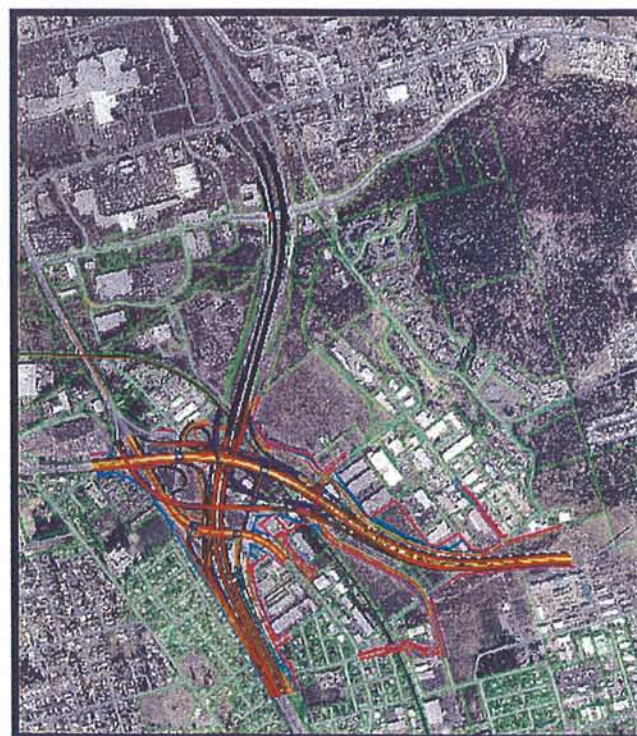
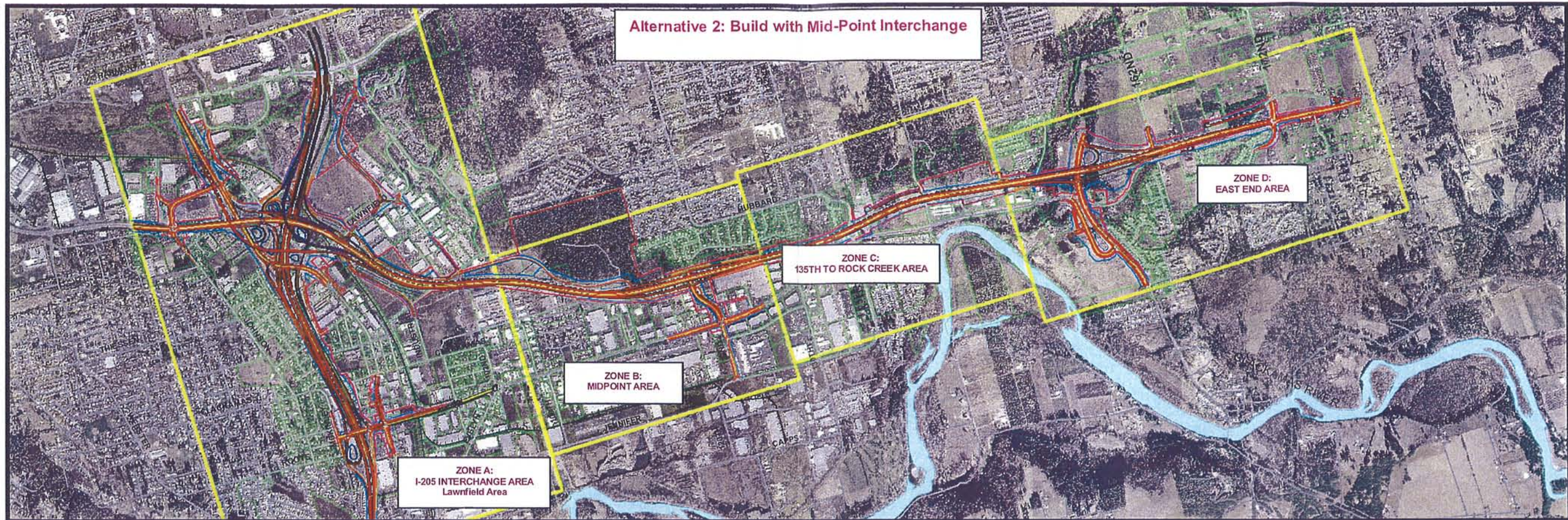
Air Quality Assessment: This project is exempt by rule under Table 2 of 40 CFR Part 93.134 as "Other – specific activities, which do not involve or lead directly to construction, such as planning and technical studies. Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action".

Cornell Road between Evergreen Parkway and 158th: \$1,000,000 of state Immediate Opportunity Funds to be matched with \$7,000,000 of local funds for

construction a five-lane urban road to replace a two-lane road between Evergreen and Bethany Boulevard and to provide a new right turn lane from Cornell Road eastbound to 158th southbound. The map below depicts the portion of the project between Evergreen Parkway and Bethany Boulevard. 158th Avenue is approximately 300 feet to the west of Bethany. RTP Project #3204 in the RTP Financially Constrained system, p 20 of 33 in Appendix 1 of the 2006-09 MTIP demonstrating air quality analysis information. (Note: Evergreen Parkway has become the name of 179th Avenue, the name listed in the RTP and MTIP, at this location – the name change was completed with earlier improvements to Evergreen Parkway/179th).

Air Quality Assessment: This project will add new motor vehicle capacity on NW Cornell Road between Evergreen Parkway and Bethany Boulevard and widen existing lanes between Bethany and 158th Avenue. However, this expansion in vehicle capacity is consistent with the analysis completed for the conformity of the 2006-09 MTIP and 2004 Regional Transportation Plan. Programming of these funds would allow the project to be completed by 2009. In the air quality analysis completed for the 2006-09 MTIP, this project was forecast to be operating by 2010. The portion of the project between Bethany and 158th is not regionally significant and would have no measurable impact on motor vehicle emissions. Therefore, as proposed for funding, this project conforms to the State Implementation Plan for air quality for the Metro area.





ZONE A
Option A2: Lawnfield 82nd Connection



ZONE B
Option B2: Split Interchange



ZONE C
Option C2: Central Alignment



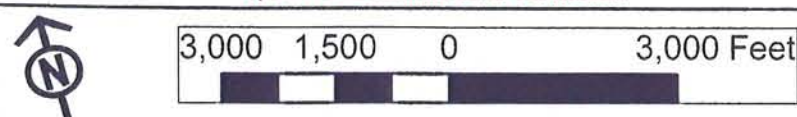
ZONE D
Option D2: Alignment Through Knoll Folded Diamond Interchange



ZONE C
Option C3: Modified Follow Tree-Line Alignment



ZONE D
Option D3: Alignment North of Knoll Single Point Diamond Interchange



Sources:
ODOT and Metro, Portland OR

Legend	
Zone Boundary	Wall
Construction Impact Line	Water Quality/Retention
Lane Line	Signal
Lane Striping	Railroad
Median	Structure
Proposed Right-Of-Way Line	
Tax Lots	

Figure 3 DRAFT

Alternative 2 with Design Options

Sunrise Project, I-205 to Rock Creek Junction

Transportation Operations Program Monthly Update for September 2006

Transportation Operations Tidbit: The State of ITS in the Region

TPACers: Save the date! On Thursday, October 26th, there will be a breakfast meeting with a panel of speakers to talk about our region's current success with intelligent transportation systems (ITS), how it fits into regional, statewide and national strategies, and where we're headed next. Speakers include Rick Capka (Administrator of FHWA), Sandra McDonough (PBA), Rob Bertini (PSU), Sam Adams (Portland), Fred Hansen (TriMet), State Senator Betsy Johnson and Metro Councilor Rex Burkholder. Gail Achterman of the Oregon Transportation Commission will host and moderate the panel.



The meeting will also introduce a study that has been prepared by TPAC's ITS committee, TransPort, entitled "Metropolitan Mobility the Smart Way: The State of ITS in the Portland Metropolitan Region." The report highlights the mobility and safety benefits of projects such as incident response, transit signal priority and traffic signal coordination. *Did you know the "QuickPay" system at PDX eliminates 2.26 tons per year of carbon monoxide emissions?*



All of this is aimed at giving you, a regional transportation decision-maker, a better understanding of ITS and the circumstances in which it can be an effective tool. Look for a personal invitation in your inbox soon!

Pictured at right: weigh-in-motion sensors save trucks the time of stopping for inspection and signals along MAX lines reduce the risk of train-car collisions

News from the Transportation Operations Program

September Highlights

- On 9/18, a working group of TPAC met to discuss safety and congestion data and how it can be used to inform the RTP development process.
- On 9/28-29, the national Association of MPO's (AMPO) is hosting a meeting of its working group on management and operations; Metro is one of about 20 members.

Sooner or Later

Sooner

- 10/26: "Mobility the Smart Way" Breakfast. TPAC, JPACT and others can learn about the state of ITS in our region.
- 10/28: Members of TransPort will lead an ITS technical tour for DOT secretaries and others attending the AASHTO annual meeting.

Later

- Metro staff will continue working with TPAC members and the coordinating committees to identify congestion and safety hotspots.

Questions or Comments?

Contact Jon Makler

maklerj@metro.dst.or.us or (503) 797-1873



DATE: September 28, 2006
TO: TPAC and Interested Persons
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: RTP System Profile Report Data Requests – Informational Update

Purpose

The purpose of the September 29 agenda item is to provide committee members with an update on several different research activities being conducted by Metro staff and data needs for these efforts.

Background

From the end of June through December 2006, Phase 2 of the Regional Transportation Plan (RTP) update 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. The research includes an analysis of current regional transportation system conditions and financial, transportation, land use, environmental and economic/demographic trends.

TPAC members and other local government staff have been asked to provide several pieces of data during the past several months to assist Metro with this effort. The requested data is important to provide a good foundation for monitoring the region’s transportation system over time and will inform updates to the RTP policy chapter (Chapter 1) and the report on the State of Transportation in the Region.

We appreciate the significant efforts made to date to provide information in a timely manner given other important local planning activities and priorities. In order for the RTP update process to continue on schedule, it is important for Metro to receive any outstanding data requests very soon.

Outstanding Data Requests and Timeline

This section summarizes the current data requests and desired timeline for submitting the requested information.

Finance data request

As a follow-up to the September 22 RTP Finance Technical Advisory Group, remaining finance survey questionnaires from the cities of Portland, Oregon City, Gresham and Wilsonville were requested by **Friday, September 29**. In addition, ECONorthwest staff are in the process of contacting cities directly for rates on development-based fees that also serve as sources of transportation revenue. Questions about this data request should be directed to me via e-mail at ellisk@metro.dst.or.us or by phone at (503) 797-1617.

2005 and 2035 model network review request

Metro received a significant number of network edits from ODOT and most all cities and counties. Some, but not all of the recommended network edits have been incorporated into the EMME/2 model given the number of edits requested. In order for the RTP process to continue on schedule, travel forecasting staff will conduct draft 2005 and 2035 Base Case model runs and produce a limited number of system performance measures by early October and then continue incorporating the remaining network edits through the end of October.

Once the remaining network edits have been integrated, final model runs of the 2005, 2035 No-build and 2035 Base Case will be conducted and documented. Any remaining edits are requested to be submitted by **October 6** to me via e-mail at ellisk@metro.dst.or.us.

Pavement data request

Metro's original request for data on pavement condition data was not successful, and as a result a new approach will be taken. Table 1 has been developed to simplify the request.

Table 1. Pavement Condition by Functional Classification (*in lane miles*)

	Good	Fair	Poor
Interstate/Expressway/Principal arterial	<i>X miles</i>	<i>X miles</i>	<i>X miles</i>
Major/Minor Arterial	<i>X miles</i>	<i>X miles</i>	<i>X miles</i>
Collector	<i>X miles</i>	<i>X miles</i>	<i>X miles</i>
Local	<i>X miles</i>	<i>X miles</i>	<i>X miles</i>
Total			

ODOT and all the cities and counties are requested to submit this information in Microsoft excel format by **October 13** to Jon Makler at maklerj@metro.dst.or.us. Metro is aware that methodology may vary by jurisdiction, so please provide an adequate explanation of the data so limitations can be noted when the information is integrated. It would be helpful if County staff are able to assist Metro with coordination of of this request for information. Questions about this data request should also be directed to Jon via e-mail or by phone at (503) 797-1873.

Bridge data request

Metro's original request for data on pavement condition data was not successful, and as a result a new approach will be taken. Table 2 has been developed to simplify the request.

Table 2. Bridge Condition by Functional Classification (*number of bridges*)

	Good	Fair	Poor
Interstate/Expressway/Principal arterial	<i>X bridges</i>	<i>X bridges</i>	<i>X bridges</i>
Major/Minor Arterial	<i>X bridges</i>	<i>X bridges</i>	<i>X bridges</i>
Collector	<i>X bridges</i>	<i>X bridges</i>	<i>X bridges</i>
Local	<i>X bridges</i>	<i>X bridges</i>	<i>X bridges</i>
Total			

Metro received adequate bridge data from ODOT. All the cities and counties are requested to submit this information in Microsoft excel format by **October 13** to Jon Makler at maklerj@metro.dst.or.us. Metro is aware that methodology may vary by jurisdiction, so please provide an adequate explanation of the data so limitations can be noted when the information is integrated. It would be helpful if County staff are able to assist Metro with coordination of of this request for information. Questions about this data request should also be directed to Jon via e-mail or by phone at (503) 797-1873.

Safety data request

The first meeting of the TPAC Safety and Congestion Working Group was held on September 18. The meeting focused on identifying existing safety data and developing an approach to review this information with local governments given inconsistencies with safety data collection efforts in the region. The working group agreed to use existing ODOT and County SPIS data as a starting point, as that represents the best available information. Metro will map available SPIS data compiled by ODOT and the three counties, noting differences in reporting methods. The working group will review this information in mid-October, prior to Metro staff presenting the information to coordinating committees in late-October for validation. The working group will re-convene in November to finalize findings on the implications of this data.

Multnomah and Washington counties are requested to submit their most recent SPIS safety data in Microsoft excel format by **October 6** to Josh Naramore at naramorej@metro.dst.or.us. Questions about this data request should also be directed to Josh via e-mail or by phone at (503) 797-1825.

Congestion data request

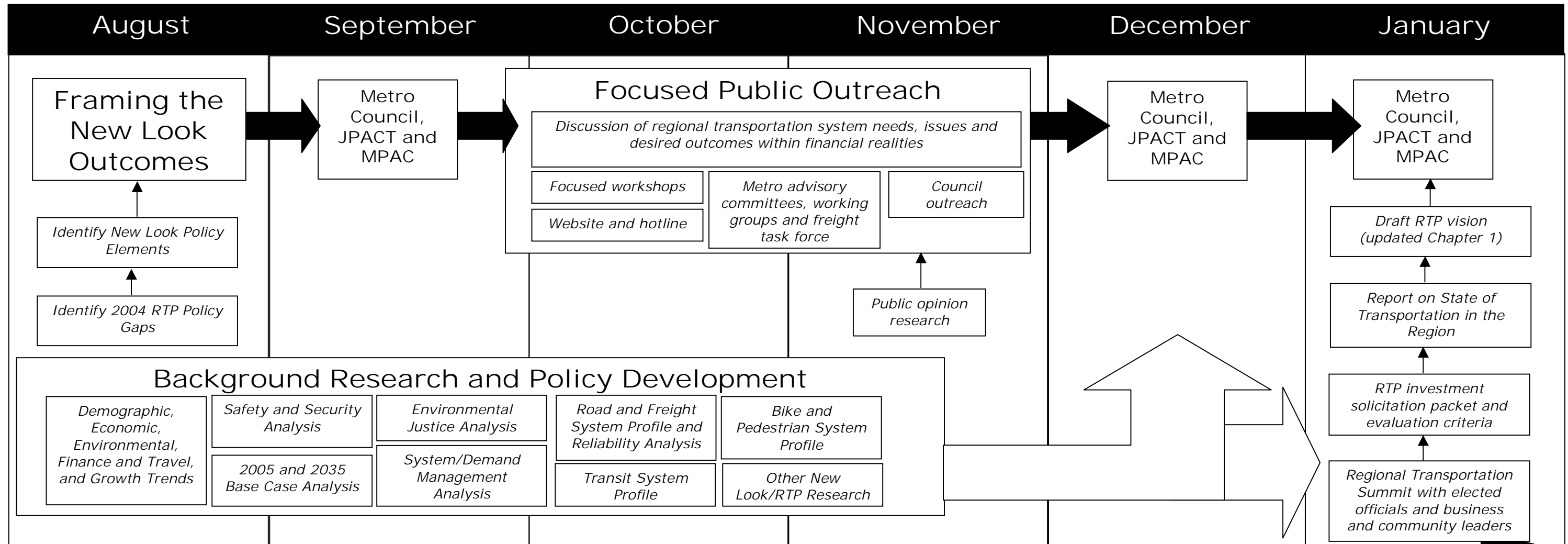
As described above, the TPAC Safety and Congestion Working Group was held on September 18. The group discussed how best to analyze levels of congestion on the current transportation system. The group agreed the draft 2005 model run will be used as a starting point to identify and analyze current congestion “hotspots.” This information would also be complemented by other data sources such as the Portland State University Portal. Similar to the safety data review process, the working group will review this information in mid-October, prior to Metro staff presenting the information to coordinating committees in late-October for validation. The working group will re-convene in November to finalize findings on the implications of this data.

Thank you for your continued assistance in the data collection, finance analysis and transportation model network review. If you have any questions about 2035 RTP update process, contact me at (503) 797-1617 or by e-mail at ellisk@metro.dst.or.us.



A New Look at Transportation

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



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 Profile and Reliability Analysis Transit System Profile	Bike and Pedestrian System Profile Other New Look/RTP Research
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Phase 3: System Development and Analysis (January – August 2007)

Focus groups on investment priorities (Feb. '07)	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)
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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)
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September 20, 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: Sept. 29, 2006
To: TPAC
From: Pamela Peck, Metro Regional Travel Options Program
Re: *RTO bylaws discussion*

Background

A proposal to create a new TPAC subcommittee that would both elevate the stature of the RTO Subcommittee by seeking members with greater budgetary authority within their own organizations, and integrate Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) in support of TPAC decision-making and RTP development, was presented to TPAC on Aug. 25, 2006 for discussion. TPAC requested further discussion and organizational charts for the current and proposed subcommittee structure.

Conversations to date

Metro staff discussed the revised committee concept with current RTO subcommittee members and program stakeholders. The discussions have resulted in broad consensus for reorganizing and streamlining the RTO subcommittee structure to create a new RTO subcommittee with members that have budgetary authority within their agency or the authorization to make budget decisions on the RTO subcommittee. Organizational charts for the current RTO subcommittee structure and a streamlined structure are attached.

The concept of integrating the subcommittee with system management and operations needs additional discussion and consideration. Stakeholders major concerns include finding staff people that are knowledgeable about both issues to sit on the committee, and a need to define the regional role in system management and operations before developing a new committee structure.

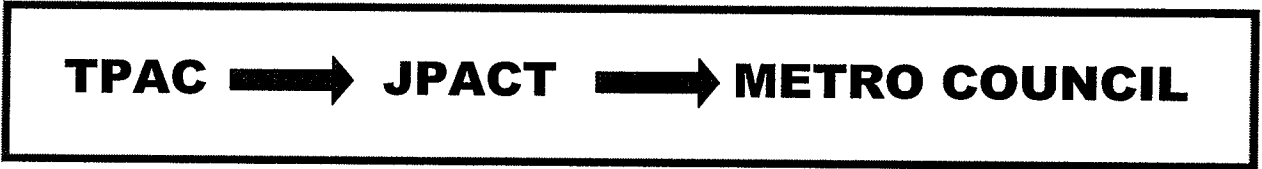
Recommendation

Staff recommends delaying action on the RTO bylaws until the regional role in system management and operations is better defined. TPAC will be discussing a report on ITS in the region and next steps for the Transportation System Management and Operations Program at their October meeting. Staff will revisit this issue with TPAC after these discussions.

Transportation Management Partnership -- Proposed Structure

9/18/06

FINAL
DECISION:



POLICY & FUNDING
RECOMMENDATIONS, &
EVALUATION:

- Metro (non-voting)
- TriMet
- SMART
- ODOT
- Port of Portland
- Clackamas Co.
- Multnomah Co.
- Washington Co.
- City of Portland
- Cities of Clackamas Co.
- Cities of Multnomah Co.
- Cities of Washington Co.
- WSDOT/RTC/C-TRAN/
City of Vancouver (2)
- TMA Directors.Rep.
- Portland State University
- Citizen Reps (4)

TMP
20 members

IMPLEMENTATION:

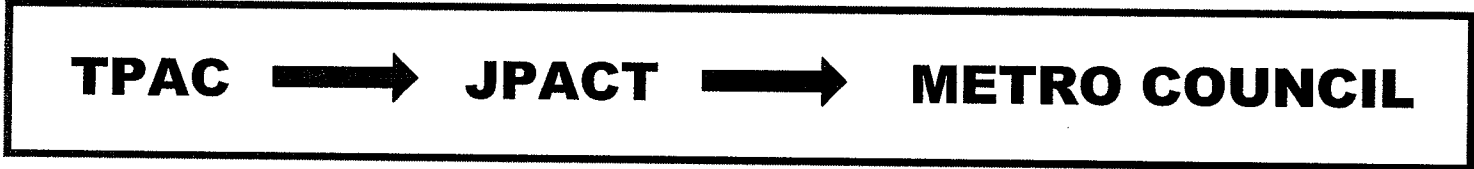
**WORKING
GROUPS**
TransPort
Rideshare
TMA Directors
Marketing

**TASK
FORCES**
Grant Scoring
Congestion Management
Evaluation

Regional Travel Options Subcommittee – Proposed Structure

9/18/06

FINAL DECISION:



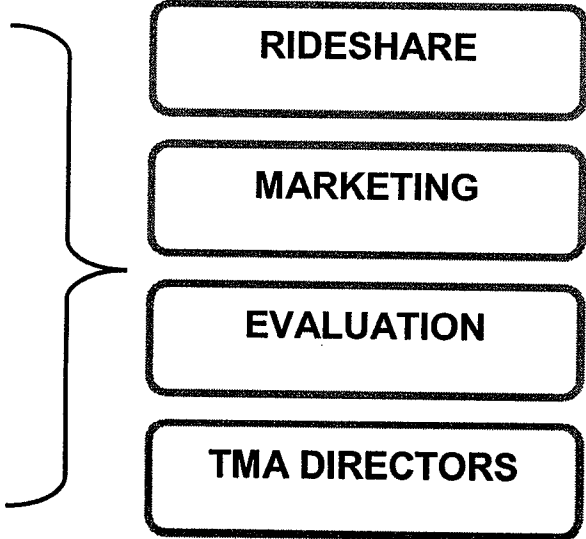
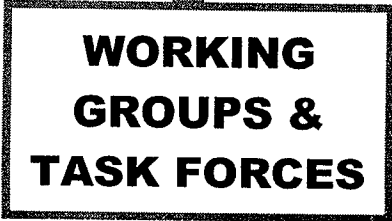
POLICY & EVALUATION:



- Metro
- TriMet
- SMART
- C-TRAN
- ODOT
- City of Portland
- Clackamas Co or Cities of Clackamas Co. Rep
- Multnomah Co or Cities of Multnomah Co. Rep
- Washington Co. or Cities of Washington Co.
- City of Vancouver
- TMA Directors. Rep.
- Citizen Reps (4)



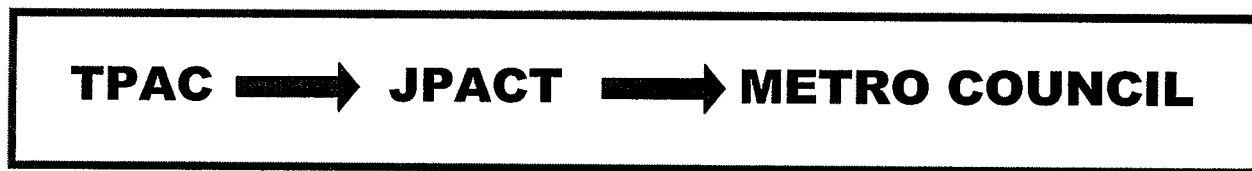
PRACTITIONERS:



Transportation Management Partnership -- Proposed Structure

9/18/06

FINAL
DECISION:



POLICY & FUNDING
RECOMMENDATIONS, &
EVALUATION:

- Metro (non-voting)
- TriMet
- SMART
- ODOT
- Port of Portland
- Clackamas Co.
- Multnomah Co.
- Washington Co.
- City of Portland
- Cities of Clackamas Co.
- Cities of Multnomah Co.
- Cities of Washington Co.
- WSDOT/RTC/C-TRAN/
City of Vancouver (2)
- TMA Directors.Rep.
- Portland State University
- Citizen Reps (4)

TMP
20 members

IMPLEMENTATION:

**WORKING
GROUPS**
TransPort
Rideshare
TMA Directors
Marketing

**TASK
FORCES**
Grant Scoring
Congestion Management
Evaluation



METRO

Date: September 28, 2006
To: Interested parties
From: Pam Peck, Metro Regional Travel Options Program
Re: Process for formation of new Transportation Management Associations

Background

Transportation Management Associations (TMAs) are private/public partnership tools that can be used to engage the business community in creating transportation options for their communities and employees. Trip reduction and environmental concerns, while mandated by law, are not compelling reasons for the private sector to invest in transportation options. The role of TMAs is to provide low cost solutions to transportation capacity challenges, i.e. how to get more goods and services or customers and employees to and from businesses without incurring the costs of new lanes, roads and parking garages.

TMAs advance Metro's 2040 vision by helping the business community achieve growth without overwhelming the region's transportation infrastructure. To this end, the 2004 Regional Transportation Plan includes the following objective:

“Promote, establish, and support TMAs in the central city, regional centers, industrial areas and intermodal facilities, town centers and employment centers (Policy 19.0.d).”

The Regional Travel Options (RTO) Program provides ongoing support for six TMAs: Clackamas Regional Center TMA, Gresham Regional Center TMA, Lloyd TMA, Swan Island TMA, WTA (Westside Transportation Alliance), and Troutdale TMA.

Process for forming new TMAs

The RTO Strategic Plan calls for the development of new TMAs in regional centers and to support transportation investments. The RTO program budget includes funds for up to five TMA feasibility studies and start-up funding for up to three new TMAs over the next three years.

To be eligible for funding through the RTO program, a TMA feasibility study must be completed and the RTO Subcommittee of TPAC must approve start-up funding. Feasibility studies are led by the sponsoring local jurisdiction through an intergovernmental agreement (IGA) with Metro's RTO program and receive \$30,000 in support from Metro.

Upon approval by the RTO Subcommittee, a new TMA may receive \$75,000 in the first year of operation, \$50,000 in the second year of operation, and \$25,000 in the third year of operation. Ongoing support of \$24,750 is available to TMAs that meet performance measures. A TMA is estimated to need \$100,000 per year in support to be viable and local support is critical to the longterm success of a TMA.

Call for letters of interest in forming new TMAs

The RTO Subcommittee will consider allocating funds for TMA feasibility studies on Nov. 9, 2006. The committee requests a TMA formation letter of interest signed by three or more core members committed to lead the feasibility study stage, one signature must be from a decision-maker representing the local jurisdiction's interest. Letters must be received by Oct. 31, 2006. Required contents for the letters, submittal information, and a timeline for consideration of the letter are outlined below.

Required contents and submittal information for letters of interest

1. Letters must be signed by three or more core members committed to lead feasibility study stage (one signature must be from a decision-maker representing the local jurisdiction's interest).
2. Letters may be no more than 2 pages in length.
3. Letter must contain:
 - A. Public/private partners' interest and what a TMA offers each partner (local jurisdiction, area businesses, area resident, other partners and/or target markets).
 - B. Transportation issues, problems and opportunities in the context of the geographic area with relatable transportation characteristics. Outline the current transportation characteristics of the geographic area and provide information about future transportation projects and programs that are planned and/or funded. Include information about supporting transportation and land use policies, with references to the policy documents.
 - Example: Good non-auto options but low use due to barriers
 - Example: Good non-auto options, good use, but opportunity for higher use
 - Example: Bad non-auto options, major traffic/parking impacts, long-term commitment to solutions
4. Submit letters by Oct. 31, 2006, to: Pamela Peck, Metro Regional Travel Options, 600 NE Grand Ave., Portland, Oregon 97232, or e-mail to peckp@metro.dst.or.us.

Timeline

Oct. 1, 2006	Request letters of interest
Oct. 31, 2006	Letters of interest due to Metro
Nov. 9, 2006	RTO Subcommittee considers requests for feasibility studies, parties that submit letters of interest are invited to attend the meeting and make a five-minute presentation
December 2006	Develop IGAs with local jurisdictions for approved feasibility studies
January 2007	Local jurisdictions begin feasibility study process (estimated that each study takes 10 months)
October 2007	RTO Subcommittee reviews feasibility studies, and approves regional funding for new TMAs

For more information

Contact: Pamela Peck, Metro Regional Travel Options Program, (503) 797-1866 or peckp@metro.dst.or.us.

EXHIBIT O

Final Greenway and Neighborhood Park Improvements

Project / Program	Proposed New Funding Agreement (\$M)	Schedule for New TIF Funding Draws (\$M)				Explanation / Rationale	DA Commitment
		FY 06-07	FY 07-08	FY 08-09	FY 09-10		
Neighborhood Park Final Improvements	\$4.0	\$0.20	\$1.80	\$2.00		Fund design and construction of permanent Neighborhood Park improvements	Phase 1, Tier 2
Greenway Development	\$4.0	\$0.15	\$2.75	\$1.10 ¹		Accelerate capital improvements following Greenway Implementation Strategy. Park SDCs to fund an additional \$2.00 million in FY 08-09.	Phase 1, Tier 1

¹ Additional funds from Parks. Any MTIP funds received for the Greenway will reduce NMI's Gap Payment Obligation under Section 18.2 of the Development Agreement.

Rank	Bike/Trail	Requested Amount (millions of \$)	Rank	Boulevard	Requested Amount (millions of \$)	Rank	Bridge	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	pb2 Wilamette Greenway: River Forum to River Parkway (Res # 03-3290)	n/a	1	pb0d1 N Macadam TOD (Res # 03-3290)	n/a			
2	cb1 Troley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	2	pb0v1 102nd Ave: Welder to Burnside	\$1,000			
3	wb1 Beaverton Powerline Trail: LRT to Schuepbach Park	\$0.431	4	cb0v1 McLoughlin: I-205 to Hwy 43 Bridge	\$3,000			
4	wb3 Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386						
	Subtotal:	\$1,661		Subtotal:	\$4,000		Subtotal:	\$0.00
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
5	wb2 Rock Creek Trail: Amberwood to Cornukus Pass	\$0.216	2	pb0v1 102nd Ave: Welder to Burnside	\$2,350			
6	pb1 E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1,049	2	mb0v1 Stark St. Ph. 2a 190th to 191st	\$1,000			
7	mb1 Gresham/Fairview Trail: Burnside to Division	\$0.630	n/a	mb0v1 Stark St. Ph. 2b 191st to 197th	\$0.800	pb1	Brooklyn Bridge Span 7 painting	\$2,500
	Subtotal:	\$1,895	4	wm9 Rose Bligg: LRT to Crescent	\$1,908			
			5	pb0v3 Burnside: W 19th to E 14th (PE only)	\$2,000			
			7	pb0v2 Killingsworth: Interstate to MLK (PE only)	\$1,000			
			8	wb0v1 Cornell: Murray to Saltzman (construction)	\$2,500			
			8	wb0v1 Cornell: Murray to Saltzman (ROW)	\$1,000			
			9	cb0v2 Boones Ferry: Kruse to Madrona (PE and ROW)	\$2,550			
	Subtotal:	\$3,556		Subtotal:	\$15,108		Subtotal:	\$2,500
Mode Category Total:			Mode Category Total:			Mode Category Total:		
\$3,556			\$19,108			\$2,500		
Rank	Green Streets	Requested Amount (millions of \$)	Rank	Freight	Requested Amount (millions of \$)	Rank	Planning	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	mgp1 Yamhill Recor: 190th to 197th	\$0.450	n/a	spn5 I-509W Connector Corridor Study	\$0.500	n/a	pb1 Metro MPO required planning	\$1,709
2	pgp1 Cully Blvd Recor: PE	\$0.773	1	wf1 Tukalo-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$2,000	n/a	spn3 Powell/Foster Corridor Plan (Phase II)	\$0.200
				Change to: PE for I-509W Corridor & Wash Co. Artial Studies Freight Priority	\$2,000	n/a	spn4 RTP Corridor Plan - Next Priority Corridor	\$0.500
			2	pf1 MLK Columbia to Lombard (PE only)	\$2,000			
			n/a	spn6 Regional Freight Data Collection	\$0.500			
			6	pped2 SL Johns TC Ped Improvements	\$0.967			
	Subtotal:	\$1,223		Subtotal:	\$5,967		Subtotal:	\$2,409
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
1	mgp3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,470	1	wf1 Tukalo-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$0,818	n/a	spn2 Livable Communities on Major Streets	\$0,276
2	pgp1 Cully Blvd Recor: ROW/Construction	\$1,700				n/a	pp1f Union Station Multi-modal Facility Development	\$0,300
3	mgp2 Civic Drive Recor: LRT to 13th	\$0,250						
	Subtotal:	\$3,420		Subtotal:	\$0,818		Subtotal:	\$0,576
Mode Category Total:			Mode Category Total:			Mode Category Total:		
\$4,643			\$6,785			\$2,985		
Rank	Pedestrian	Requested Amount (millions of \$)	Rank	Road Modernization	Requested Amount (millions of \$)	Rank	Road Reconstruction	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	wped1 For. Grove TC Ped Improvements	\$0,800	n/a	cm1 Boeckman Rd: 95th to Grahams Ferry	\$1,956	1	pr1 Division: 6th to 38th (Streetscape plan to 60th)	\$2,500
2	pped1 Central Eastside Bridgeheads	\$1,456	5	nm1 223rd Ave. Railroad Under Xing	\$1,000			
6	pped2 SL Johns TC Ped Improvements	\$0,967	10	wm6 10th Ave: E Main to Baseline	\$1,346			
			11	nm1 SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a			
			12	wm6 Murray Blvd: Scholls Ferry to Barrows	\$0,966			
	Subtotal:	\$3,223		Subtotal:	\$5,288		Subtotal:	\$2,500
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
3	wped2 Hillsboro RC Ped Improvements	\$0,522	1	wm4 Cornell Road: Evergreen to Bethany (PE only)	\$1,088	2	mr1 242nd Ave: Gisan to Stark	\$0,550
4	wped3 Tigard TC Ped Improvements	\$2,203	2	wm10 Greenberg Rd.: Shady Lane to North Dakota	\$1,789	3	cr1 Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481
5	pped3 Tacoma St: 6th to 21st	\$1,278	3	wm7 Murray Blvd: Science Park to Cornell	\$1,811	4	pr2 SE 39th: Burnside to Holgate (PE only)	\$0,400
7	wped4 Merlo Rd.: LRT Station to 170th	\$0,271	4	wm12 Baseline/Jenkins ATMS	\$0,449	5	pr3 W Burnside: 19th to 23rd	\$3,589
8	cped1 Molata Ave.: Gaffney to Fir	\$0,800	5	nm1 223rd Ave. Railroad Under Xing	\$2,400			
			6	wm11 Farmington Rd. @ Murray Intersection	\$2,618			
			7	wm3 Farmington Rd: 170th to 185th (PE only)	\$1,197			
			8	wm1 Highway 8 Intersection @ 10th	\$0,787			
			9	pr2 SE Foster/Barbara Welch Intersection	\$3,500			
			12	wm6 Murray Blvd: Scholls Ferry to Barrows	\$1,593			
			13	cm5 Clackamas Railroad Xing Traveler Info	\$0,385			
			14	cm4 Wilsonville Rd. Traveler Info	\$0,105			
			15	cm6 I-205 Johnson Cr Blvd Interchange design/PE	\$0,600			
			16	wm5 185th Ave: Westview HS to W Union (PE only)	\$0,581			
			17	cm2 Sunnyside Rd: 142nd to 152nd	\$4,000			
			18	wm2 Farmington Rd: 185th to 198th (PE only)	\$1,005			
			19	cm3 Kinsman Rd: Barber to Boeckman	\$1,000			
	Subtotal:	\$3,074		Subtotal:	\$24,918		Subtotal:	\$6,020
Mode Category Total:			Mode Category Total:			Mode Category Total:		
\$6,397			\$30,206			\$8,520		
Rank	Regional Transportation Options	Requested Amount (millions of \$)	Rank	TOD	Requested Amount (millions of \$)	Rank	Transit	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
n/a	rdm1 RTO: TDM Core Program	\$1,000	n/a	rod1 Metro TOD Program @ \$1 m 06-07	\$2,000	n/a	rr1 Metro Res. 03-3290: South Corridor, Washington Co. Commuter Rail, North	\$16,000
n/a	rdm1 RTO: TMA Assistance/Programs	\$0,818	n/a	rod1 Metro TOD Program increase of \$.5 m year in 06-07	\$1,000	1	rr2 Macadam Development	\$2,250
n/a	rdm1 RTO: 2040 Initiatives Programs	\$0,538	1	rod2 Urban Center Program	\$1,000	1	rr2 Frequent Bus Corridors (RTO reserve account)	\$0,500
n/a	rdm1 RTO: Non-Metro or TM Administered TDM Program	\$0,279				4	rr2 Gresham Civic Station TOD	\$2,000
1	pdm1 Interstate Ave. TravelSmart	\$0,300				5	rr6 North Macadam Transit Access (Res # 03-3290)	n/a
2	skm1 I-5 Corridor TDM Plan	\$0,112				7	rr5 North Macadam Infrastructure (Res # 03-3290)	n/a
	Subtotal:	\$3,047		Subtotal:	\$4,000		Subtotal:	\$20,750
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
n/a	rdm1 RTO: TDM Core Program	\$0,500	n/a	rod1 0405 Metro TOD Program increase of \$.5 m per year in	\$1,000	1	rr2 Frequent Bus Corridors	\$4,859
n/a	rdm1 RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0,500	n/a	rod1 Metro TOD Program restoration of \$.25 m 04-05	\$0,500	2	rr3 Local Focus Areas	\$1,205
2	skm1 I-5 Corridor TDM Plan	\$0,112	2	cr1 Clackamas RC TOD/PAR (PE only)	\$0,250	3	rr1 102nd Bus Stops	\$0,135
3	cdm1 Clackamas RC TMA Shuttle	\$0,129				4	rr2 Gresham Civic Station TOD	\$1,450
	Subtotal:	\$1,241		Subtotal:	\$1,750	6	cr2 South Metro Amtrak Station	\$0,700
						8	rr4 Hybrid Bus Expansion	\$2,244
						9	rr1 Jantzen Beach Access	\$0,449
						10	rr1 Rockwood Bus/MAX Xfer	\$0,382
	Subtotal:	\$4,288		Subtotal:	\$5,750		Subtotal:	\$11,424
Mode Category Total:			Mode Category Total:			Mode Category Total:		
\$4,288			\$5,750			\$32,174		
List Grand Total: \$54,168								
Expected 2006-07 Funding Authorized: \$53.75								

From the remaining funds under Resolution 99-2804A 2804A For the Purpose of Endorsing the Interstate Max Light Rail Transit Project and South Corridor Financing Strategy and Amending the Metropolitan Transportation Improvement Program, \$24 million, net of debt service, will be provided to construct the Phase 1 locally preferred alternative for the South Corridor Project.

4. The *Supplemental Commitment of MTIP Funds* shown in paragraph 1 is committed to meet funding needs, either directly or through a revenue bonding strategy, as follows:

A. Phase 1 South Corridor Project: \$15 million, net of debt service, will be provided from the supplemental commitment of MTIP funds (making a total of \$39 million available to the Project from the entire multi-year commitment) to construct Phase 1 of the South Corridor Project. These funds will be provided in accordance with the funding plan set forth in the Final Environmental Impact Statement (FEIS) for the Project, as may be revised in the Project's Full Funding Grant Agreement.

To achieve at least a 40% local share of capital cost, additional local funding will come from Clackamas County, City of Portland, TriMet, and state and regional sources in accordance with a detailed funding plan to be set forth in the FEIS. The region will seek up to a 60% federal funding share through the Federal Transit Administration's (FTA) New Starts program or other federal funding. Local funding for the Phase 2 South Corridor Project is anticipated to come from a future regional bond.

If the City of Portland does not commit sufficient funds to incorporate a Mall Light Rail (LRT) alignment in the South Corridor Project, the \$10 million of MTIP funds (or bond proceeds supported by MTIP funds) intended for the North Macadam Project will instead be provided to the South Corridor Project (making the total direct/bond contribution from MTIP funds \$49 million). If these additional funds were provided to the South Corridor Project after FY 2006, the associated debt service costs would be less than anticipated for the North Macadam Project. Under this scenario, the savings in debt service would accrue to the South Corridor Project, increasing the MTIP contribution to the Project.

Final commitment of these MTIP funds is subject to commitment of the other funding sources.

B. Commuter Rail: \$10 million, net of debt service, will be provided to the Commuter Rail Project in accordance with the funding plan set forth in the *Definitive Agreement* between Washington County and TriMet, as may be revised in the project's Full Funding Grant Agreement. The County will provide sufficient County and State funds to achieve a 50% local share of total capital cost. The region will seek a 50% federal funding share through FTA's New Starts program or other federal funding.

C. North Macadam Project: Conditioned on the City of Portland committing sufficient funds to the South Corridor Project to incorporate a mall light rail alignment, \$10 million of MTIP funds, net of debt service, will be provided in FY 2006 for infrastructure improvements serving the North Macadam District. These infrastructure improvements are identified in the Portland Transportation

System Plan and the Metro Regional Transportation Plan and include the streetcar extension, the tram to Oregon Health & Science University (OHSU), bike/pedestrian and street improvements. If this condition is not met, these MTIP funds (or bond proceeds supported by these MTIP funds) will be applied instead to the South Corridor Project as discussed in paragraph A, above.

The City will provide the remaining \$50 million needed to complete the funding package for the private/OHSU development proposal in the North Macadam District from City, Portland Development Commission (PDC), OHSU, and private sources. If the federal reauthorization act includes a "Small Starts" or "Streetcar Starts" program, the region may seek federal funds from such a program for the Streetcar connection to and through the North Macadam District.

Final commitment of these MTIP funds is subject to commitment of the other funding sources.

Willamette Greenway in South Waterfront and MTIP (Metropolitan Transportation Improvements Program) funding June 2006

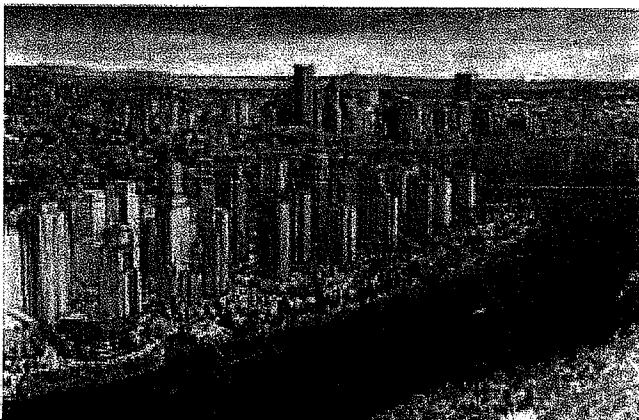
Some people believe the South Waterfront Greenway trail project was already funded in 2003 and wonder why Portland Parks and Recreation (PP&R) is applying for MTIP funding – again for the same project!

MTIP FUNDING BACKGROUND

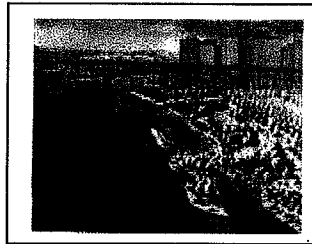
In 2002, PP&R requested \$1.44 million to fund the first phase of greenway trails in South Waterfront. The project proposed creating parallel trails (to separate wheels from pedestrians) from SW Gibbs to SW Lowell. The project had the top technical score in the bike/trail category and appeared very likely to secure funding. Unfortunately, there were several different transportation projects in the area and \$10 million was allocated to North Macadam/South Waterfront. Ultimately those funds were all used on the Portland Streetcar extension.

DESIGN DEVELOPMENT

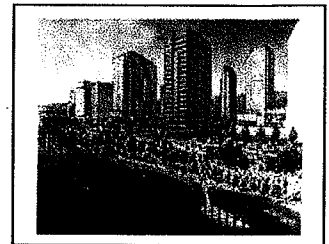
In 2003, PP&R hired Walker-Macy of Portland and Thomas Balsley Associates, Landscape Architects of New York to create a South Waterfront Greenway Development Plan (GDP) with key property stakeholders and a broad range of community leaders. The plan was finished in 2004 and is an innovative mix of habitat features, people places, and dual pedestrian and bicycle trails adjacent to a new, high-density neighborhood. The GDP also won the 2006 Oregon Chapter of the American Society of Landscape Architects top honor for planning. The current greenway zoning regulations require developers to set aside an average 100-foot wide greenway setback along the river to the development, provide a 30' wide easement for trails and a certain level of landscape plantings along the river.



South Waterfront Greenway Southern Area Viewing over Ross Island



Greenway Northern Area



Greenway Central

CURRENT FUNDING

In their four year funding plan for the Central District Greenway build out, PP&R and the Portland Development Commission (PDC) budgeted, respectively, \$2 million in Systems Development Charges (SDCs) and \$4 million in Tax Increment Finance (TIF) costs for a total of \$6 million. This is not sufficient to cover the cost of the Central District improvements. A recent cost estimate places the development of the entire Central District at over \$7 million with an index of costs set for 2008-09.

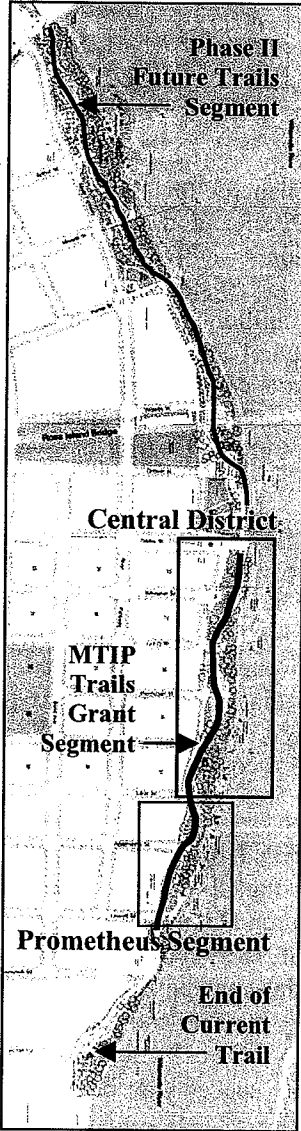
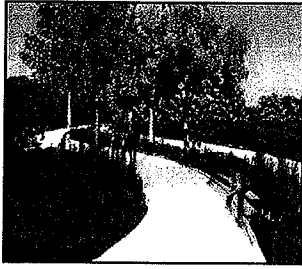
CURRENT GRANT REQUEST

The total MTIP funding request for 2006-07 is for \$1.8 million and these funds will be used for Greenway Trails construction which includes rough and finish grading, paving, lighting, stormwater management and landscaping. The map and diagrams on the next page give a visual representation of the two GDP area segments and their related cost allocations for the development.

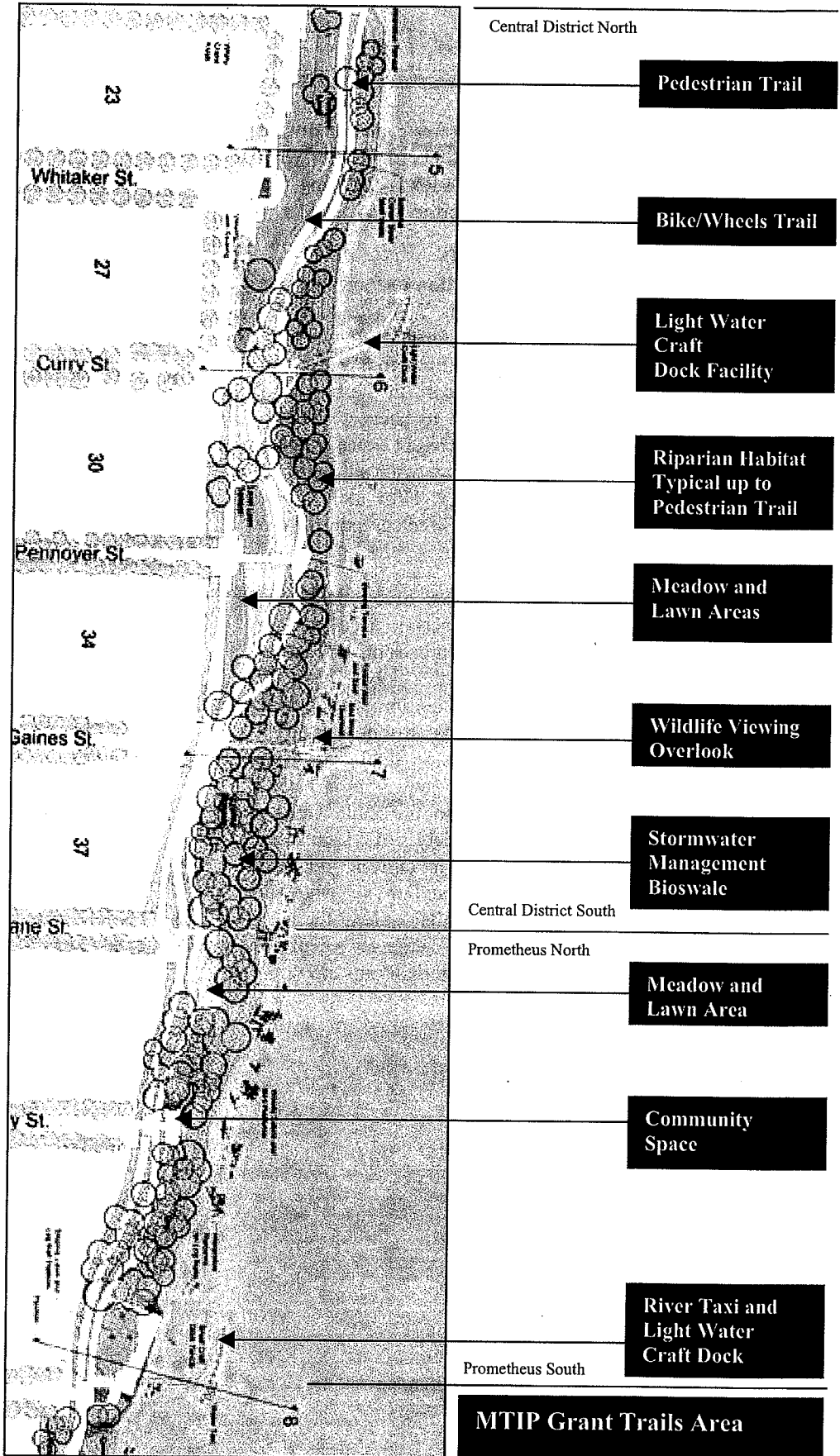
WHAT HAPPENS WITHOUT MTIP FUNDING ?

- No trail will be constructed on the Prometheus segment leaving the Central District trails isolated.
- Full implementation of the GDP in the Central District will be further delayed due to tight budgets.
- Community expectations for river and upland habitat and urban space creation will not be met.
- A number of community spaces may be eliminated in the Central District.
- The number of the public amenities will be reduced.
- The overall quality of materials would be reduced.

This project is still PP&R top trail priority. The \$1.8 million plus \$200,00 in local match is needed to provide an outstanding trail experience in a long-standing trail gap in the citywide system.



South Waterfront Greenway Development Plan Area





CITY OF CORNELIUS

September 29, 2006

To: TPAC

Subject: Baseline Boulevard Improvement Project Qualitative Factors

The City of Cornelius requests that the subject project's qualitative factors be revised regarding two points. Both were requested of staff previously but no response to our information was received. This meeting is the last opportunity to change the data before presentation for consideration by JPACT.

First, the City's Main Street Commercial District is not only a Regional Boulevard, but is also a Special Transportation Area designated by the OTC. We ask that this information be included in the Qualitative Factors discussion.

Second, the City believes that the Environmental Justice evaluation of minority and low income residents within the ½ mile project influence area is off by nearly an order of magnitude. The City believes the cause of this error is an anomaly of the methodology used by Metro as applied to the rural lands immediately outside the City's boundaries.

Nearly 90% of the City's population resides within the project influence area. However, five Census Tract zones touch on portions of the influence area. Metro staff calculated the percent area of each census tract that is composed of land within the influence area. They then assumed an equal percentage of each tract's total population would reside within that part of the influence area included in the tract. Thus, as an example, one tract encompassed 17% of the influence area. Therefore, 17% of that tract's population was assumed to reside within the influence area.

The problem is that nearly the entire population of every tract intersecting the project influence area resides within the influence area. The largest portions of each census tract contain nothing but farm land. While Metro's methodology might work for a built up urban area, it drastically undercounts probable beneficiaries of the City's proposed project. Nearly 9,450 City residents live within ½ mile of the project. Disaggregated Census data for the City shows that about 40% of these residents are Hispanic and that 33% of the residents are low income. This translates to 3,780 Hispanics and 3,118 low income residents. Metro's calculation credits the City with about 384 Hispanics and no low income residents. This is a serious misrepresentation of the City's character and places the City's project in a very poor light compared to Environmental Justice factors assigned to competing Boulevard projects showing much higher apparent benefits.

We ask TPAC to revise the Environmental Justice evaluation of our project's benefits to reflect the much more accurate data derived from use of disaggregated Census data rather than Metro's inappropriate methodology.



DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

Campbell Gilmour
Director

August 3, 2006

Ted Leybold
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Ted,

Clackamas County is requesting that the STP funds from the 172nd Avenue - Sunnyside Road to Highway-212 project be transferred to the next phase of improving 172nd Avenue by starting the Environmental Assessment (EA) for the Sunnyside Road to Foster Road/190th section. This will also include determining the best alignment for connecting 172nd Avenue to 190th and determining the improvements needed on 172nd for the Pleasant Valley area.

It is the County's intent to construct the Sunnyside Road to Highway-212 section using local funds. This project is planned to be constructed starting spring 2008 as a 5 lane facility that includes sidewalks and bike lanes.

Clackamas County is requesting this transfer of funds for the following reasons.

- As mentioned, the County will complete the Sunnyside Road to Highway-212 section using local funds. It is expected that we can start constructing this phase in two years instead of three years. By moving it up to 2008, there should be a cost saving in both the right of way and construction phases.
- The proposed change will allow us to start the Environmental Assessment and determine the alignment for this section of 172nd to include determining the connection to 190th. Both the Pleasant Valley and Damascus Concept plans recommend this connection to provide for regional north /south traffic.
- SE 172nd, 222nd, 242nd and 282nd Avenues are the only available north-south road connections in the UGB expansion area because of topographical and environmental constraints (lava domes and streams). SE 172nd is the most westerly of these north-south road connections and would serve the first job


producing areas that would develop because of available public facilities. Sewer is expected to be available within the 172nd Corridor within three years.

- The SE 172nd Ave. corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater. 12,000 acres was added the Urban Growth Boundary within the Happy Valley /Damascus area east of 152nd. The Damascus Concept plan was completed last year (2005) that showed a need for land for 45,000 new jobs with 10,000 of these jobs within Happy Valley and the 172nd Corridor. To be able to develop this industrial and employment land, the Happy Valley/Damascus area will need considerable public and private investment in infrastructure to support urbanization.
- 172nd Avenue provides north/south regional access from the Portland area to the Sunrise Corridor and the Clackamas Industrial area one of the busiest trucking centers in Oregon.

This transfer will allow us to complete the EA and determine the preferred alignment that will permit the County to go to the next phase of the project. The County will then be able start the final design using both County and the requested MTIP funds for the next phase.

If you have any questions or need additional information, please give me a call at (503) 353-4533.

Sincerely,



Ronald Weinman,
Principal Transportation Planner

DAVID WU
1ST DISTRICT, OREGON



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House of Representatives
Washington, DC 20515-3701

COMMITTEES:

EDUCATION AND THE WORKFORCE

21ST CENTURY COMPETITIVENESS
EMPLOYER-EMPLOYEE RELATIONS

SCIENCE

RANKING MEMBER
ENVIRONMENT, TECHNOLOGY AND STANDARDS
SPACE AND AERONAUTICS

STATEMENT
OF
CONGRESSMAN DAVID WU
BEFORE THE
TRANSPORTATION POLICY ALTERNATIVE COMMITTEE (TPAC)

SEPTEMBER 29, 2006

Thank you, TPAC members, for allowing me to submit this statement.

The current and future state of Oregon's economic health will be threatened if the appropriate and necessary improvements to modernize Interstate 5, Highway 217, or Highway 26 are ignored. In the next twenty years, Oregon's Department of Transportation (ODOT) estimates traffic on Highways 217 and 26 will increase by about two-thirds. The Highway 217 Policy Advisory Committee's Highway 217 Corridor study reports that today's peak hours of congestion will nearly triple, from 2.5 hours to 8 hours, by 2025.

The cost of congestion on commerce, safety, and livability presents us with an urgent need to invest in the economic viability of the Portland Metropolitan Region. One of the most effective ways to address that need is by responsibly using public funds to improve Highway 217.

By adding capacity, improving safety, and restoring traffic mobility to Highway 217, we make a responsible investment in an area that has provided significant, long-term economic benefit to the entire state of Oregon. By addressing the needs of this economic engine by reducing traffic congestion and improving the flow of commerce, the state and the region will see a tremendous return on its investment.

I have worked hard in Congress with my colleagues Congressman Earl Blumenauer, Congressman Peter DeFazio, Congressman Brian Baird, and Congresswoman Darlene Hooley to secure necessary funds to support transportation improvements and new projects in the region, and I will continue to do so.

Today, I urge you support Washington County's application for MTIP funds for the project, *Hwy. 217: Beaverton-Hillsdale to Allen Interchange*. In conjunction with funding that I have worked to secure in the Transportation Appropriations bill, these MTIP funds will allow for the Environmental Assessment and Preliminary engineering necessary to begin addressing a problematic section of Hwy. 217. This project will take

steps towards increasing safety and traffic flow on one of the most dangerous and congested portions of critical piece of the region's infrastructure.

But in addition keeping this crucial project on the TPAC first cut recommendation list, I continue to urge all of the regional partners to recognize the economic benefits that this critical artery provides to the entire region. Businesses and residents in Clackamas, Multnomah, and Clark Counties that move goods and commute daily to and from Washington County depend on this aging and increasingly congested and unsafe highway.

It is essential that ODOT, Metro, Washington County, and the cities and counties of the Portland Metropolitan region whose businesses and citizens depend on Highway 217 continue to work together to find a suitable, long-term funding solution for this critical piece of infrastructure.

Thank you again for allowing me the time to provide this statement. I look forward to continuing to work with all of the regional partners on securing funding for necessary improvements to Highway 217.



Department of Community Services
MULTNOMAH COUNTY OREGON

Land Use and Transportation Program
1600 SE 190th Avenue
Portland, Oregon 97233-5910
PH. (503) 988-5050 Fax (503) 988-3389
www.co.multnomah.or.us/landuse

September 28, 2006

To: TPAC
From: Karen Schilling *KS*
Re: 223rd Ave. Railroad Undercrossing

We would like to have the 223rd Ave Railroad Undercrossing considered for inclusion in the list of projects to be carried forward for public review. The 223rd Ave. RR undercrossing in the City of Fairview was not recommended for further funding by Metro staff despite scoring well and meeting policy guidance set forth at the beginning of the Transportation Priorities process. The 223rd Ave. RR undercrossing scored 76 points, a score that merited projects in other categories to be included in the list for public review.

This project meets the policy guidance to:

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.

The estimated cost of replacing the RR undercrossing has increased from \$3.5 million to over \$7 million. The County has been managing this project over time but due to factors beyond our control has been delayed adding to the cost increase. While inflation has been a factor in the cost increase, it is the requirements and restrictions imposed upon Multnomah County by the Union Pacific Railroad (UPRR) that has led to most of the increased cost.

Initially the cost estimate was about \$5 million, but that included the construction of a shoo-fly (a separate railroad detour—temporary undercrossing and rail). In consultation with UPRR it was felt that by not constructing the shoo-fly and instead working while the railroad remained active during construction and lifting into place a pre-fabricated bridge that the cost could be reduced to \$3.5 million. Another cost saving factor the County employed was to purchase and fabricate the steel to be used in the undercrossing in order to avoid further steel price increases.

On the surface this appeared feasible but restrictions placed by the railroad, such as a 24-36 hour closure to install the new bridge and have it operational and rejection of design at the 100% level caused the estimate project cost to climb to over \$7 million. The redesign of the project added to the overall cost of the project. At this time, we are now negotiating with UPRR to limit the liability should the closure extend beyond the 24-36 hours.

This project is not necessitated by poor asset management by the county as the structure is owned by the railroad. The undercrossing needs to be replaced to accommodate safe passage under the RR for motor vehicles, pedestrians and bicycles. Access to Blue Lake Regional Park and shovel ready industrial sites in Fairview and Troutdale are impeded by the current over-crossing.

The 223rd Ave. RR undercrossing has been a project that Multnomah County and the City of Fairview have been trying to advance for almost 20 years. Multnomah County is making the necessary commitments to ensure its reconstruction and we are asking TPAC to make a similar commitment.

C: EMCTC

