

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 01-3025B  
PROCEDURES AND CRITERIA FOR THE )  
PRIORITIES 2002 METROPOLITAN ) Introduced by  
TRANSPORTATION IMPROVEMENT ) JPACT Chair  
PROGRAM (MTIP) UPDATE. )

WHEREAS, JPACT and the Metro Council are identified in federal regulations as the Portland area Metropolitan Planning Organization responsible for the allocation of federal highway and transit funding; and

WHEREAS, Federal regulations identify preparation of a metropolitan transportation improvement program (MTIP) as the means for making the allocation of such funds; and

WHEREAS, Federal regulations require that the MTIP be included without change in the State TIP by incorporation or by reference; and

WHEREAS, JPACT and the Metro Council have traditionally submitted the procedures and criteria that they propose to use to prepare MTIP updates for comment by affected agencies and members of the public; and

WHEREAS, The Regional Transportation Plan was adopted in August 2000 and represents the transportation implementation component to the Region 2040 Growth Concept; and

WHEREAS, New funding for transportation projects is limited to about \$38 million, split between federal fiscal years 2004 and 2005; and

WHEREAS, About half of these funds cannot be used to design or construct general purpose automobile travel lanes; and

WHEREAS, The amount of funds does not warrant dedication of substantial staff time by representatives of the region's operating agencies to prepare detailed responses to a project solicitation; and

WHEREAS, JPACT and the Metro Council Transportation Planning Committee propose the Priorities 2002 MTIP Update goals and objectives shown in Exhibit A; and

WHEREAS, The region has available a “Base Package” of highly ranked candidate projects, shown in Exhibit B, that were not selected for funding in the Priorities 2000 MTIP Update concluded only 18 months ago; and

WHEREAS, The “Base Package” of projects also includes regional programs that have received funding in prior MTIP updates and will require continuation of funding if they are not terminated; and

WHEREAS, All projects selected for funding in the MTIP must also either be included, or amended into a Financially Constrained Network of the Regional Transportation Plan which is shown to conform with the State (Air Quality) Implementation Plan; and

WHEREAS, JPACT and the Metro Council Transportation Planning Committee have proposed to permit Metro, Tri-Met, DEQ, ODOT, the Port of Portland, the City of Portland and Clackamas, Multnomah and Washington Counties, and their cities working through their county representatives, and regional park and recreations districts (working through their respective county representatives) to submit one or two additional projects for evaluation; and

WHEREAS, JPACT and the Metro Council Transportation Planning Committee have proposed to use the technical and administrative ranking criteria and selection process summarized in Exhibit C, and intended to implement the 2040 Growth Concept and the Regional Transportation Plan; and

WHEREAS, Amendment of these criteria have been proposed to refine the importance of salmon recovery aspects of nominated projects by limiting consideration of “fish friendly” project features to only those projects which address culverts named in any of the several state, regional and local culvert priority lists that have been developed; and

WHEREAS, TPAC has noted that movement of freight and employees are keystones to the region’s economic health and resulting freight transportation project revenue stream; and

WHEREAS, Metro staff will coordinate with staff at ODOT Region 1 and Tri-Met regarding prioritization of projects and allocation of funds primarily subject to their discretion, that must however, also be reflected in the MTIP and the financially constrained RTP system; and

WHEREAS, further opportunity for agency and public input to the project evaluation and selection process will be provided in spring 2001, before final approval of an FY 2002 MTIP; now, therefore,

BE IT RESOLVED,

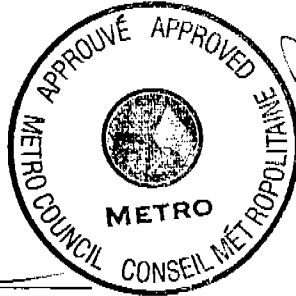
1. The Priorities 2002 MTIP Update goals and objectives stated in Exhibit A are approved.
2. Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.
3. The “Base Package” of projects listed in Exhibit B is approved for use in the Update.
4. It is the Council’s intent that each of the eligible project sponsors shall have the opportunity to submit up to five new projects with a total estimated cost of all projects not to exceed \$2 million. Each eligible sponsor also shall have the opportunity to substitute a new project or projects for any of their projects currently included on the base package list. The total estimated cost of all new substituted projects may not exceed the cost of the project to be removed from the base package list by more than 10 percent.
5. The list of proposed new or substituted projects shall be submitted based on a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.
6. The date for receipt of project nominations from qualified jurisdictions is extended to April 3 in order to facilitate the intent of the prior resolve.
7. Freeway PE or minor freeway interchange improvements may be submitted by local jurisdictions as one of their limited project additions or substitutions.
8. Funding levels for existing regional programs shall be considered at the same time as allocation of funds to new transportation projects or programs.
9. The procedures and criteria summarized in Exhibit C will be used during the update and may be refined as needed by staff to reflect the most current demographic and technical information available.

10. The administrative criteria are amended to limit consideration of endangered fish recovery project benefits to only those projects that improve culverts identified in any of the approved state, regional, or local priority lists available within the course of project selection.

11. The “multi-modal benefit” administrative criterion includes recognition of potential benefits or constraints to freight movement associated with a project.

12. Following conclusion of the current update, an assessment will be performed of whether the allocation process and criteria hereby approved support transportation and land use goals and objectives of the Region 2040 Growth Concept.

ADOPTED by the Metro Council this 25<sup>th</sup> day of January, 2001.



*David Bragdon*  
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David Bragdon, Presiding Officer

Approved as to Form:

*Daniel B. Cooper*  
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Daniel B. Cooper, General Counsel

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TW:MH:rmb (APF 1487)

**PRIORITIES 2002 MTIP UPDATE  
REGION 2040 IMPLEMENTATION PROGRAM**

**Process Goals**

Metro has tentatively approved the following goals to provide a clear direction for the project ranking and selection process. They are:

- Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.
- Establish a clear, simple, and understandable process that minimizes procedural hurdles while maintaining broad-based citizen participation.
- Fund the most critical projects that provide a clear public benefit, consistent with federal policies for addressing environmental justice issues.
- Emphasize projects and programs that most efficiently manage demand and enhance the operation of the existing transportation infrastructure. Look for low-cost projects that have large benefits.
- Consider funding logical project phases or projects that complete a gap in the system.
- Emphasize project construction (rather than project design efforts) either through direct funding or leveraging other potential revenue sources.
- Support projects that can be delivered in the timeframe of the FY 2002-2005 STIP.

<p><b>PRIORITIES 2002 MTIP UPDATE/ REGION 2040 IMPLEMENTATION PROGRAM: Description of Recommended "Base Package" Project Candidates</b></p>
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## PLANNING PROJECT NOMINATIONS

- RPIng1**      **Core Regional Transportation Planning Program**  
Metro      FY 01-03 (3 years) funding to support staff, staff support and public involvement activities for Metro efforts in the areas of Transportation Planning, Travel Forecasting and Technical Assistance. These funds would support routine elements of Metro's planning functions, as opposed to major new initiatives. This includes conducting corridor studies, development of the regional transportation plan and MTIP, maintenance and incremental enhancement of the regional travel forecasting model, monitoring of regional transportation trends and statistics, communication of travel forecasting efforts and provision of technical services to Metro's regional partners.
- RPIng2**      **Green Streets Handbook**  
Metro      Funding for Metro staff/consultant project to prepare handbook providing guidance for addressing environmental design features in regional transportation facilities, especially concerning fish passage, road runoff, wildlife corridors and adjacency to sensitive habitats, with a focus on urban reserve facility planning.

## ROAD MODERNIZATION

- CM2**      **Harmony/Linwood Railroad Avenue Intersection**  
Clack Co      Request for PE to construct grade separation of the intersection from the UP/SP RR tracks and improve access to future Linwood LRT station.
- CM7**      **Clackamas County ITS/ATMS Plan & Program**  
Clack Co      Funding to develop a transportation technology system plan for County and city facilities (\$100,000) and \$1.325 million to begin implementing plan recommendations for signal interconnection and timing optimization, communication and computer processing needs, and traffic control and incident management strategies.
- MM3**      **223<sup>rd</sup> Avenue RR Overcrossing**  
Mult Co      Reconstruct substandard overcrossing to widen from 20 feet to Collector of Regional Significance standards, including bike connections to 40-mile loop and regional recreations and freight facilities.
- MM7**      **Gresham/Multnomah County ATMS Program, Phase 3**  
Gresham/  
Mult Co      Install 12 CCTV cameras, 12 variable message signs and five highway advisory radio emitters throughout City/County facilities for detection and management of arterial incidents, especially in proximity to freeway facilities.

<p><b>PRIORITIES 2002 MTIP UPDATE/ REGION 2040 IMPLEMENTATION PROGRAM: Description of Recommended "Base Package" Project Candidates</b></p>
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- WM1 Farmington Rd: Hocken/Murray**  
Beaverton Widen Farmington Rd to five lanes w/ bike lanes and sidewalks. Provide double left as Farmington/Murray "Boulevard" intersection.
- WM2 Murray Blvd: Scholls Ferry/Barrows**  
Beaverton Construct new six-lane "Boulevard" intersection at Murray/Scholls Ferry; extend Murray as four lane major arterial to Barrows.
- WM10 Cedar Hills Boulevard/Barnes Road Intersection**  
Wash Co Reconstruct intersection and approaches (new NB/EB travel lanes, added NB/SB/E left turn refuge, new EB/ WB right turn lanes), upgrade Cedar Hills/ Barnes signal, install new signal at US 26 off-ramp to Cedar Hills, interconnect four signals between Barnes and Butner.
- WM13 SE 10<sup>th</sup> Avenue: E. Main/SE Baseline**  
Hillsboro Construct new 12-foot wide, 900-foot long turn lane and new 13-foot sidewalk in station area.
- WM17 I-5/Nyberg Interchange Widening**  
Tualatin Cooperate with ODOT to widen Nyberg overcrossing with two new travel lanes and sidewalks and widen SB off-ramp from I-5 to Nyberg.
- WM19 SW Greenburg Road: Washington Square/Tiedeman Avenue**  
Tigard Widen 3,100 feet of Greenburg from three to five lanes. Improve pavement from Washington Square Drive to Highway 217; provide transitions on Tiedeman to Greenburg intersection and on Greenburg past intersection with Tiedeman.

### ROADWAY RECONSTRUCTION

- PR3 NW 23rd Avenue: Burnside/Lovejoy Street**  
Portland Reconstruct NW 23<sup>rd</sup> Ave pavement and restripe facility to accommodate one lane of traffic in each direction, on-street parking and accommodate bicyclists on street.
- PR5 SE Holgate Boulevard: SE 42<sup>nd</sup> Avenue/SE 52<sup>nd</sup> Avenue**  
Portland Reconstruct SE Holgate Boulevard pavement structure and stormwater drainage facilities. Reconstruct corner curb ramps to ADA standards.

### BRIDGE IMPROVEMENTS

- PBr3 Broadway Bridge/Approaches Rehabilitation Phase 5**  
Mult Co/  
Portland Partial funding of a \$20 million project to replace deck grating on the main span of the bridge and paint the lower structural members.





**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
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**WBL1**      **Cornell Road: Trail Ave/Saltzman Road**  
Wash Co      Wider sidewalks, curb extensions, bus stop enhancements, raised medians, pedestrian scale lighting, street furniture, enhanced landscaping and "gateway features" at entry points to town center.

**WBL2**      **Main Street: 10<sup>th</sup>/20<sup>th</sup> Boulevard**  
Cornelius      Funding for reconstruction of TV Hwy/20<sup>th</sup> intersection and enhancement of the Cornelius Main Street Couplet.

**WBL6**      **Hall Boulevard: Cedar Hills/Hocken**  
Wash Co      Build 750 feet, three-lane extension of Hall with two 12-foot travel lanes, a continuous left-turn lane, sidewalks and bike lanes.

#### **PEDESTRIAN IMPROVEMENTS**

**Pbi7**      **Eastbank Riverfront Access and Neighborhood Connections**  
Portland      Implement streetscape improvements to enhance the pedestrian experience along the designated routes through the Central Eastside Industrial area.

**WP2**      **Milikan Way: Murray/Hocken**  
Wash Co.      Construct 5' sidewalk with street lights for 3,000' along south side of Milikan Way.

#### **BICYCLE IMPROVEMENTS**

**CBi3**      **Phillip Creek Greenway Trail: Causey Ave/Mt. Scott Greenway Trail**  
Clack Co      Construction of 1.1 mile trail mostly within Clackamas Regional Center boundaries.

**CBi12**      **Willamette Shoreline Rail: Lake Oswego/Sellwood Bridge**  
Portland      Feasibility Study for Mutli-Use trail.

**MBi1**      **Gresham Fairview Trail: Springwater Trail/Marine Drive**  
Gresham      5.2 mile multi-use path designed for bike and pedestrian use.

**PBi1**      **Morrison Bridge Pedestrian Bike Accessibility**  
Portland      Permanent bike, pedestrian and disabled access across main span of the Morrison Bridge. Reduce number of lanes from 6 to 5 lanes (3 westbound and 2 lanes eastbound).

**PBi2**      **Peninsula Crossing Trail, North Portland Road Improvements**  
Metro      Complete second phase of Peninsula Crossing trail project from present terminus on N. Portland Rd. at the Treatment Plant, north to Marine Drive.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
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**PBi3**            **Marine Drive Multi-Use Trail Segments: Bridgeton Road/13<sup>th</sup> Avenue; 28<sup>th</sup>/33<sup>rd</sup> Ave; and 112<sup>th</sup>/122<sup>nd</sup> Avenue**  
Portland        Construct two-way bike path along the south side of Marine Drive.

**PBi6**            **Eastbank Trail: OMSI/Springwater Trail Completion**  
Portland        *PBi6a:* North end of Water Avenue from Caruthers Street south to the Oregon Pacific right of way will be paved with bicycle and pedestrian improvements. *PBi6b:* Convert Umatilla and Spokane Streets to bicycle boulevards; or Develop off street trail (Umatilla St. to Springwater) and construct three bridges.

**WBi10**         **Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry**  
THPRD         Construct a 10-foot wide path with boardwalks and bridge structures.

**TRANSPORTATION DEMAND MANAGEMENT**

**TDM1**            **Regional TDM Program**  
Tri Met/  
Region         Funding needed by Tri Met to continue provision of its core services to the Regional Transportation Demand Management (TDM) program.

**TDM3**            **Employee Commute Options**  
DEQ/  
Region         Four-year funding needed by DEQ to continue provision of ECO information clearing house services which compliments the Regional TDM Program housed at Tri-Met.

**TDM4**            **Region 2040 Initiatives**  
Tri Met/  
Region         Request to reserve up to \$500,000 per year for a 4-year program to implement innovative transit solutions in and around the Central City, Regional Centers and other locations. Focus would be to serve locations of high regional significance, or to address such criteria as may be recommended by the TDM Subcommittee for TPAC approval.

**TDM5**            **TMA Assistance Program**  
Tri Met/  
Region         Request for up to \$500,000 per year for a 4-year program to competitively award funding of preliminary feasibility analyses and to provide 3-years of phased-down assistance per adopted regional procedures for Transportation Management Associations (TMAs). Requests will be evaluated by the TPAC TDM Subcommittee.

**TDM6**            **SMART TDM Program**  
Willsonville    Four year funding to expand So. Metro Area Rapid Transit TDM outreach.

<p><b>PRIORITIES 2002 MTIP UPDATE/ REGION 2040 IMPLEMENTATION PROGRAM: Description of Recommended "Base Package" Project Candidates</b></p>
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**TRANSIT-ORIENTED DESIGN**

- RTOD1      TOD Program**  
Metro      Region-wide program to stimulate market for transit-oriented development along eastside MAX and the Westside extension. Funding will be used either to provide infrastructure needed to support transit-oriented development or to buy land for subsequent sale for development. Specific projects and/or developers will be selected through a competitive solicitation process. The funding request of \$2.5 million per year will allow for approximately six projects per year based on project to date requiring \$50,000 to \$1,000,000 each.
- PTOD2      N Macadam District Streets and Connections**  
Portland      Improvements in this request will be spread through the district, which is bounded by the Marquam Bridge to the north, the Willamette River to the east, SW Hamilton Court to the south and I-5 to the west. Connections into and out of the district to the regional system will also be included.

**PUBLIC TRANSIT PROJECTS**

- WTr2      Washington County Bus Stop Enhancement Project**  
Wash Co      Package of bus stop improvements including provision of bus shelters at high use stops, bus benches at stops with a medium level of boarding activities, lighting enhancements, landing pad improvements, pedestrian links and bicycle racks.
- CTr1      S.M.A.R.T. Transit Center and Park & Ride Lot**  
Wilsonville  
(SMART)      Purchase of 2.5 acres of land on the corner of Elligsen and Parkway Center Drive in Wilsonville in order for SMART to build a transit center and 250 space Park & Ride lot.
- CTr2      Willamette Shore Line Trestle and Related Track Repairs**  
Lake  
Oswego      Trestle repair work on the Willamette Shore Line Trolley.
- RTr1      Regional Contribution for Airport LRT**  
Tri Met      Funds to supplement Tri-Met's capital program, thereby allowing them the financial capacity to contribute Tri-Met General Funds to construction of light rail to the Portland International Airport and to the Portland International Center Mixed used development.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
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**RTr2**            **Service Increase for Regional/Town Center TCL**  
Tri Met        Purchase 56 new/replacement buses for Tri-Met in order to establish new Transit Choices for Livability (TCL) services focused on Regional and Town Centers throughout the region. At the conclusion of its service plan update in late spring, Tri-Met would present its base service plan (which is funded through their existing resources) for review by JPACT and the Metro Council and seek concurrence for planned service expansion proposed to be funded through these regional funds. This four-year, \$4 million per year regional allocation would provide funds to Tri-Met's capital program, thereby allowing them to increase service by \$4 million.

November 28, 2000

TW

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BS 1487

**PRIORITIES 2002 MTIP UPDATE/2040 IMPLEMENTATION PROGRAM  
RECOMMENDED "BASE PACKAGE" OF PROJECT CANDIDATES**

**EXHIBIT B**

(i.e., Remnant of the "150 Percent List" from the Priorities 2000 MTIP Update)

A. Planning			B. Road Modernization			C. Road Reconstruction			D. Bridge						
Amount	Rank		Amount	Rank		Amount	Rank		Amount	Rank					
<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>						
RPlan1 RPlan2		Core Regional Planning Program Green Streets Handbook	4 4 5 10 11 12 13 16 19 43		CM7 Clackamas Co. ITS Program MM7 Gresham/Mult. Co. ITS Program CM7 Clack. Co. ITS/ATMS WM1 Farmington: Hocken/Murray (RW/Con) WM19 Greenbrg Rd: Wash Sq/ Tiedeman (RW/Partial Con) MM3 223rd O'Xing (RW) CM2 Harmony/Linwood/Railroad ROW/Con WM17 I-5/Nyberg Interchange (RW/Con) WM13 SE 10th: E Main/SE Baseline RW WM2 Murray Ext: Scholes/Walnut PERW	\$0.500 1.000 0.625 9.500 0.774 0.149 5.000 0.763 0.495 1.707	2 3		PR3 NW23rd:Burnside/Lovejoy PR5 SE Holgate: 42nd/52nd	\$0.825 0.797	2	PBR3 Broadway Brdg Deck Rehab	\$3.651		
Proposed Total:		\$1.490			Proposed Total:	\$20.533			Proposed Total:		\$1.622			Proposed Total:	\$3.651
E. Freight			F. Boulevard			G. Pedestrian			H. Bike/Trail						
Amount	Rank		Amount	Rank		Amount	Rank		Amount	Rank					
<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>						
PFT RPlan3 RPlan4		Marine Dr: BNSF O'Xing (PE) I-5 Trade Corridor Study Reg. Freight Prog. Analysis	1 3 5 9 10 12 14 16		MBL1 Division: Cleveland/Birdsdale MBL2 Stark St PBL2 Gateway Reg. Cntr WBL1 Cornell Trail Av/Saltman Rd CBL4 A Ave Improvement (L.O.) CBL2 Willamette Dr.: "A" St/McKilligan WBL6 Hill Blvd: Cedar Hills/Hocken WBL2 Main St: 10th/20th (Cornelius) Cornell Rd RW Hill Blvd PE	\$0.289 0.600 1.000 1.800 2.700 0.900 2.000 0.600 0.540 0.045	1 7		WP2 Millikan Way: Murray/Hocken PB7 E. Bank Riverfront Access	\$0.224 0.340	1 2 12 14 15 16 18 27	PB1 Morrison Br. Ped/Bike Access. CB2 Philip Creek Greenway Trail (Con) PB2 Marine Dr. Multi-use Trail Segments (Con) WB10 Fanno Crk Trail Phase 2 (Con) MB11 Gresham/Fairview Trail (Con) PB2 Peninsula Crossing Trail- Ph. 2 CB12 Will. Shoreline Bike Study PB16b E. Bank Trail - Phase 2 (Con)	\$1.470 0.288 0.500 0.862 0.862 0.359 0.150 0.471		
Proposed Total:		\$1.594			Proposed Total:	\$10.574			Proposed Total:		\$0.564			Proposed Total:	\$4.920
I. TDM			J. TOD			K. Transit									
Amount	Rank		Amount	Rank		Amount	Rank			Rank					
<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>			<b>Residual Unfunded Requests</b>									
TDM5 TDM4		TMA Asslet Program Region 2040 Initiatives Regional TDM Program ECO Clearinghouse SMART TDM Program	1 2		RTOD1 Metro TOD Program PTOD2 N. Macadam Dist Streets	\$2.000 1.500	2 3 4 6		WTr2 Wash. Co. Bus Stop Enhancements RTr2 Service Increase for Reg/T.C. TCL CTr2 Will. Shoreline Trestle/Track Repair CTr1 SMART (WilsonV) Transl Cntr/P&R	\$0.675 2.900 0.397 1.172					
Proposed Total:		\$2.604			Proposed Total:	\$3.500			Proposed Total:		\$5.144				

Total of Residual Unfunded Requests from the 150 percent "cut" list during the FY 2000 MTIP Update: \$56.196

Subtotal of Residual Unfunded Requests that received funds for a first phase or some program spending the last update: \$39.814

NOTE: Bold projects received initial phase/partial program implementation funding in the FY 2000 MTIP Update.

Available revenue

Priorities 2002 MTIP Update/  
2040 Implementation Program  
Proposed project selection process

EVALUATION						SELECTION			
STEP 1	STEP 2	STEP 3				STEP 4	STEP 5		
Receive project application	Apply threshold criteria	Calculate technical score	Rank projects by technical score			Consider administrative criteria	Adopt funding recommendation		
From state, regional and local jurisdictions, including park and recreation districts  Consistent with RTP functional classification maps  Included in 2000 RTP financially constrained system  Cost of candidate projects is limited to target amounts established by Metro.	Meet street design guidelines  Consistent with RTP functional classification maps  Included in 2000 RTP financially constrained system  Cost of candidate projects is limited to target amounts established by Metro.	<b>Mode</b> Road Mod	<b>Goal: support 2040</b> 1. Increased access and circulation to priority land uses 20 2. Serves increased mix use density 20	<b>Goal: highly effective</b> Reduce congestion: Reduce volume to capacity ratio 25	<b>Goal: very cost effective</b> Mobility at reasonable cost: Cost per vehicle hours of delay reduced 15	<b>Goal: enhance system safety</b> Safety: Improve high accident locations 20	Each project is eligible for up to 100 points. The highest scoring project will receive the number one ranking in its respective mode.  Project scores are not compared across modes. For example, a bike project with a score of 89 is not necessarily superior to a freight project that scores only 84.  Note: possible points are indicated in circles	Is the candidate project the minimum logical phase?  Is the project linked to another high priority project?  Is there local or private over-match?  Is there past regional commitment?  Does the project include significant multi-modal benefits?  Is there an affordable housing connection?  What other factors are not reflected by the technical criteria?	Draft funding recommendation for public hearing and consideration by JPACT and the Metro Council  Allocation criteria  Multi-modal project mix  Geographic equity  Support 2040 objectives  Meets air quality test  Type of funding available  STP CMAQ State modernization (Final project selection must recognize that some fund types cannot be used to build new travel lanes.)
		Reconstruction	Upgrade to urban standard; provide longterm maintenance: Maintain "fair" pavement condition 25	Mobility at reasonable cost: Cost per vehicle miles traveled reduced 15	Safety: Improve high accident locations 20				
		Blvd. Design	Slow vehicle speed; enhance alternative mode access: Encourage retrofit of Blvd, street design 25	Implement Blvd. design elements for least cost: Benefit points / cost per mile 15	Safety: Slow vehicles and enhance streetscape to improve safety of non-auto modes. 20				
		Pedestrian	Increase walk trips, reduce auto trips: Generate new walk trips 25	Mobility at reasonable cost: Cost per vehicle miles traveled 15	Safety: Reduce pedestrian hazards 20				
		Bicycle	Ridership: generate new ridership 25	Mobility at reasonable cost: Cost per induced transit rider 15	Safety: Reduce bike hazards, especially near schools 20				
		TOD	Increase non-auto mode share: Increase non-single occupancy vehicle trips 25	Reduce vehicle miles traveled at reasonable cost: Cost per vehicle miles of travel reduced 15	Increase density: Increase mixed use density 20				
		Transit	Increase modal share: increase transit trips, compare "core vs. "emerging" systems 35	Increase ridership at reasonable cost: Cost per new patron 25					
		TDM	Increase modal share: Decrease single occupancy vehicle mode share 35	Reduce vehicle miles traveled at reasonable cost: Cost per vehicle miles of travel reduced 25					
		Freight	Support 2040: 1. Increase access to and circulation within industrial areas 20 2. Increase of industrial jobs or high focus on "traded sector" businesses 20	Reduce delay of freight and goods movement: Truck hours of delay eliminated 25	Mobility at reasonable cost: Cost per truck hours of delay reduced 15	Safety: Reduce road/rail conflict and truck conflict with bike 20			

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 01-3025B FOR THE PURPOSE OF ADOPTING THE PROCEDURES AND CRITERIA FOR THE PRIORITIES 2002 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

December 29, 2000

Presented by: Richard Brandman

#### PROPOSED ACTION

This resolution would approve a set of procedures and the basic technical and administrative criteria that will be used during the Priorities 2002 MTIP Update to nominate, evaluate and select projects to receive federal transportation funds in the FY 04-05 biennium.

#### EXISTING LEGISLATION

Federal planning regulations designate JPACT and the Metro Council as the Portland area metropolitan planning organization that is responsible for allocating federal highway and transit funds to projects in the metropolitan area. Preparation of an MTIP is the means prescribed for doing this. JPACT and the Metro Council have traditionally approved the procedures and criteria to be used in each two year MTIP update prior to initiating the actual project solicitation and selection process. Projects approved for inclusion in the MTIP must come from a conforming, financially constrained transportation plan. The 1995 RTP, as amended, is the currently conforming plan. Approval of the 2000 RTP Conformity Determination is pending from the USDOT.

#### BACKGROUND AND ANALYSIS

The Metro Council and the Executive Officer are preparing a request to local jurisdictions to submit projects to Metro for evaluation and award of regional flexible transportation funding. Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The Priorities 2002 Update encompasses the four-year period of federal fiscal year's 2002 through 2005 (FY 02 - FY 05). This update will therefore adjust, as necessary, funds already allocated to projects in FY 02 and FY 03 in the current approved MTIP. It will also allocate funds to new projects in the last two years of the new MTIP (i.e., FY 04 and FY 05). The proposed Priorities 2002 MTIP update schedule is shown in Attachment 1.

The money available for allocation in the 2002 MTIP update is composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets. The region can allocate about \$20 million of STP funds to new projects in FY 04 - 05.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ

funds must demonstrate that some improvement of air quality will result from building or operating the project. The region can allocate about \$18 million of CMAQ funds to new projects.

The Oregon Transportation Commission (OTC) has decided not to allocate Transportation Enhancement (TE) funds in this Update. TE funds support more recreationally oriented transportation projects, including bike and pedestrian paths, and other non-automotive improvements. The OTC suspended allocation of this class of federal funds in order to focus resources on significant maintenance and rehabilitation needs of the state's existing roads and bridges. Again though, STP funds can also be used to fund most of these types of projects.

### ***State Highway System***

ODOT receives state and federal funds dedicated to maintenance and improvement of state highways and bridges. ODOT has primary responsibility for programming these funds. The OTC divides the funds to each of the five ODOT regions. Region 1, which includes all the urban portions of Multnomah, Clackamas and Washington Counties, expects to receive a combined amount of about \$349 million of these funds between FY 02 and 05. About \$160 million will be available for allocation to *new* projects in FY 04 and 05. However, ODOT's maintenance monitoring systems, for bridge, safety, pavement and operations, have already prioritized the candidate projects slated to receive these funds.

Of the \$160 million total, about \$136 million is targeted for preservation and rehabilitation of highway and bridge facilities in the region. About \$25 million is targeted for construction of added freeway capacity on US 26 in Washington County (addition of a third westbound lane from Hwy. 217 to Murray). The relationship of these funds to the regional flexible funds is shown in Attachment 2.

### ***Invitation for Public Comment***

Comparing this MTIP Update to previous efforts, there is not a lot of money available for new projects. Consequently JPACT, and the Metro Council Community Planning Committee have approved a less robust project solicitation process that relies to some degree on work completed in the last update, in the summer of 1999. Metro opened a 30-day comment period on this proposal on December 18, 2000 through January 16, 2001. Comment, primarily on three topics, was invited:

1. Goals that should guide the process;
  2. Developing the pool of projects for evaluation; and
  3. Criteria for selecting projects.
- A summary of comments received is provided in Attachment 4.

#### **1. Process Goals**

The following goals have been approved by JPACT to provide a clear direction for the project nomination, ranking and selection process:



- Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.
- Establish a clear, simple, and understandable process that minimizes procedural hurdles while maintaining broad-based citizen participation.
- Fund the most critical projects that provide a clear public benefit, consistent with federal policies for addressing environmental justice issues.
- Emphasize projects and programs that most efficiently manage demand and enhance the operation of the existing transportation infrastructure. Look for low-cost projects that have large benefits.
- Consider funding logical project phases or projects that complete a gap in the system.
- Emphasize project construction (rather than project design efforts) either through direct funding or leveraging other potential revenue sources.
- Support projects that can be delivered in the timeframe of the FY 2002-2005 STIP.

These goals were supported by TPAC at their January 5<sup>th</sup> meeting. TPAC recommended making implementation of the Region 2040 Concept and the RTP as the first objective (as shown above).

At the January 18 meeting of the Metro Council Community Planning Committee, supplemental guidance was approved regarding specific elements of the 2040 Concept Plan that should be reflected in transportation programming decisions. Under this guidance, the final list of the projects or programs proposed for funding should facilitate implementation of:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles
- 5) development of a multi-modal transportation system
- 6) projects for which there is no other readily available source of funding.

JPACT however, recommended that this specific language not be added to the Resolution approving the nomination and ranking process but that rather, this position of the Metro Council, assuming its final approval, would best be communicated in the solicitation packet as Metro Council criteria.

## 2. Pool of Candidate Projects

- “Base Package” of Projects. JPACT and the Metro Council Community Planning Committee believe that since only limited funds are available, a streamlined process should be used to reduce staff time spent by Metro and responding jurisdictions on a

detailed project solicitation request from Metro and the subsequent technical ranking process. In the last MTIP update, which concluded in 1999, about \$55 million worth of projects and programs from around the region were highly ranked in a so-called “150 percent list,” yet were not programmed due to a lack of funds. JPACT approved use of these projects as a “Base Package” of project candidates in the 2002 MTIP update. (A list of these projects, including a brief narrative description of each project, is shown in Exhibit B of the Resolution.) TPAC endorsed this strategy at the January 5<sup>th</sup> meeting.

- Project Additions. This issue was further addressed by TPAC at the December 1<sup>st</sup> meeting and remained unchanged at the January 5<sup>th</sup> meeting. JPACT and the Metro Council Transportation Planning Committee concurred with the recommendation of Metro staff and TPAC that:
  - i. “addition” of new projects to the Base Package of highly ranked projects be cautiously allowed;
  - ii. any new projects should come from the Financially Constrained System of the 2000 RTP, or have been the result of a recently completed planning activity (e.g., the Gateway Regional Center Plan); and
  - iii. any new projects must meet or exceed Metro’s requirements for public involvement.

On January 5<sup>th</sup>, TPAC endorsed the following guidelines for project additions:

- i. Limit the overall dollar amount and number of candidate projects in order to keep the program manageable.
- ii. Maintain flexibility to add or drop projects based on local and regional priorities or to address changing conditions and current needs.

JPACT approved refinement of these project addition/substitution policies as recommended by the Metro Council Community Planning Committee at its January 18 meeting. Specifically:

- i. Project additions or substitutions may be submitted on behalf of eligible sponsors by:
  - Metro
  - Tri-Met
  - DEQ
  - ODOT
  - Washington Co. and its cities
  - Clackamas Co. and its cities
  - Multnomah Co. and its cities
  - City of Portland
  - Port of Portland
  - Park & Recreation Districts
- ii. It is the Council’s intent that each of the eligible project sponsors shall have the opportunity to submit up to five new projects with a total estimated cost of all projects not to exceed \$2 million. Each eligible sponsor also shall have the opportunity to substitute a new project or projects for any of their projects currently included on the base package list. The total estimated cost of all new substituted projects may not exceed the cost of the project to be removed from the base package list by more than 10 percent.

- iii. The list of proposed new or substituted projects shall be submitted based on a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.

A month was added to the project nomination process so jurisdictions can schedule the kind of approval actions needed to implement this policy (see Attachment 1). It was noted at JPACT that a resolution is not mandated by this language, merely that a resolution would meet its intent.

- Freeway Projects. At their November meeting, JPACT indicated a preference for not funding projects on limited access highways (i.e., freeways). Regional flexible funds have not previously been used to design or construct new freeway lanes or major interchange improvements. Those projects have generally been the responsibility of ODOT. Minor interchange modifications, mostly to improve operation of major streets feeding onto freeways, have been previously funded. At the December 1<sup>st</sup> meeting, and again at the January 5<sup>th</sup> meeting, TPAC requested clarification as to whether this constituted a restriction on freeway-related preliminary engineering (PE), freeway interchange projects, or freeway projects submitted by local governments as one of their few allowed “add” projects. TPAC recommended:

*“Permit submission of freeway-related PE, interchange and lane construction projects by local governments as one of their few allowed add projects in the allocation process.”*

JPACT modified this recommendation and approved submission of freeway related PE and interchange projects *only* by local governments as one of their project additions or substitutions.

- Big Projects vs. Small Projects. TPAC made no further recommendation on this issue at the either the December 1, or January 5 meetings. Past allocations have generally funded projects that are less than \$6 million, even when resources have been greater. The alternative is to give more money to a few larger projects, or do a combination program of various project sizes. JPACT and the Metro Council Transportation Planning Committee have suggested remaining flexible on this issue, meaning to allow locals to decide their priorities.
- Regional Programs. Over the years, Metro has funded a number of regional programs (e.g., the Regional TDM program, Intelligent Transportation System (ITS) deployment, etc.). Tracking data indicate that many of these programs return high value for low cost. JPACT and the Metro Council Transportation Planning Committee have recommended that ongoing regional programs should be evaluated for effectiveness as a prelude to considering funding levels for the programs in the current update. At the January 5<sup>th</sup> meeting, TPAC endorsed this concept but desired to stress its recommendation that the actual determination of whether to continue funding of existing programs, and at what levels, should be done at the same time that consideration is given to overall allocations to new phases of existing projects and/or wholly new project initiatives. Continuation of existing programs would require about \$9 million. The programs are shown in Attachment 3.

### 3. Allocation Process and Selection Criteria

As discussed above, Metro must settle on a method for selecting a pool of candidate projects to evaluate in the Priorities 2002 MTIP Update process. Metro must then settle on a *project ranking process* to pick the projects that will be awarded money. In the past, Metro has used a five-step process, which is summarized in Exhibit C of the Resolution, to conduct project nominations, ranking and selection. The same basic process is recommended for the current update. During discussion of the criteria at JPACT and the Metro Council Transportation Planning Committee, two recommendations were presented for consideration.

- A. Should the Technical Criteria be amended to award up to 60 points, out of 100, toward a project's support of Metro's Region 2040 land use objectives? The current approved criteria award 40 points. Regional flexible funds are some of the only dollars available that can be targeted to enhance the kind of multi-modal travel options that are required to successfully achieve Metro's desired compact development patterns.
  
- B. Should Metro narrow Salmon Recovery as a non-technical consideration in the project selection process? Since the last update, ODOT and the City of Portland have completed inventories of road culverts that significantly impede salmon passage in area streams. Metro is preparing a regional priority list. The Metro Council Transportation Planning Committee has recommended that a project's "salmon benefit" (i.e., transportation projects that coincidentally rebuild problem culverts) should specifically refer to these priority culvert lists and that the lists should be circulated to area agencies as part of the project solicitation package. The resolution includes this refinement.
  - At both the December 1<sup>st</sup> and January 5<sup>th</sup> meetings, TPAC endorsed the salmon benefit refinement. Some TPAC representatives were concerned that other salmon-related project benefits (e.g., longer bridges to avoid stream impacts) might merit consideration and that "priority culvert-repair" is too narrow a criterion. Neither the Metro Council Community Planning Committee nor JPACT addressed whether broader salmon benefits should be recognized, or whether project benefits for other endangered fish species would merit consideration in general.
  - TPAC recommended that the 2040 points remain unchanged during this update; that significant weight is already placed on this criterion in the current ranking system and that assessment of the success of the current criteria at selecting "2040-friendly" projects should be made after the current update. There was discussion at TPAC that changing the point system at this time would add uncertainty to the process. Also, it was suggested that the 2040 emphasis should be addressed not in the technical ranking, but rather in the modal allocation and program development phase of the process. Given the complexity of the discussion, TPAC suggested the entire process, criteria and allocation procedures be reviewed following the completion of the Priorities 2002 MTIP. The review would focus on fine tuning the process to ensure future allocations maximize implementation of the Region 2040 concept and the RTP. A Resolve was added to the resolution to reflect this recommendation to update the process.

As previously noted, the Metro Council Community Planning Committee offered refinement language calling out particulars of the 2040 Growth Concept that it believes to be especially significant with respect to transportation programming decisions. JPACT declined the Committee's recommendation to revise the Process Goals, contained in Exhibit A of the Resolution, to include this language. Both the Committee and JPACT concur with TPAC that a more considered revision to the point system should be evaluated after conclusion of the current update process.

- TPAC members raised a concern that the criteria might better assess the effects of nominated projects on movement of freight and goods, either as they improve such movement, or hinder it. Resolve 7 of the resolution is meant to reflect this discussion, and a "Whereas" added to the resolution that recognizes the importance of freight and employee movement to the regional economy. The resolve was endorsed by JPACT.

#### BUDGET IMPACT

None.

TW:MH:rmb

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Attachments: Attachment 1: 2002 MTIP Update/2040 Implementation Program Key Milestones  
Attachment 2: Regional Flexible Funds vs. State Highway Funds  
Attachment 3: Regional Programs Funded in the MTIP  
Attachment 4: Summary of Public Comments on Priorities 2002 MTIP



**METRO**

**2002 MTIP UPDATE/  
2040 IMPLEMENTATION PROGRAM  
KEY MILESTONES\***

The table identifies proposed milestones related to the 2002-2005 Metropolitan Transportation Improvement Program update. All dates are tentative and subject to change. Please call the Metro Hotline at 797-1900, option 3, or the Metro web site at [www.metro-region.org](http://www.metro-region.org) for updated times and dates for hearings and meetings.

<b>Tentative Schedule</b>	
September 25, 2000	Public Notification to Kick-Off Process
December 18, 2000	Initiate 30-day Public Review on Process and Criteria
January 5, 2000	Proposed TPAC Action on Process and Criteria
January 16, 2001	Proposed Public Hearing on Criteria; Close Public Review Period
January 18, 2001	Proposed JPACT Action on Criteria and Process
January 25, 2001	Proposed Metro Council Action on Criteria and Process
January 29-April 2, 2001	Project Solicitation Period
April 2001	Rank Projects
May 2001	Release Technical Ranking and Draft Program
May/June 2001	Public Outreach/Program Revision
July 1, 2001	TPAC Recommendation on Final Program
July 2001	Proposed Public Hearings and JPACT/Metro Council Adoption on Funding Allocation
Summer/Fall 2001	<ul style="list-style-type: none"> <li>• Air Quality Conformity Public Review and Action</li> <li>• OTC Submittal</li> <li>• Final Action on 2002-2005 Full MTIP</li> </ul>

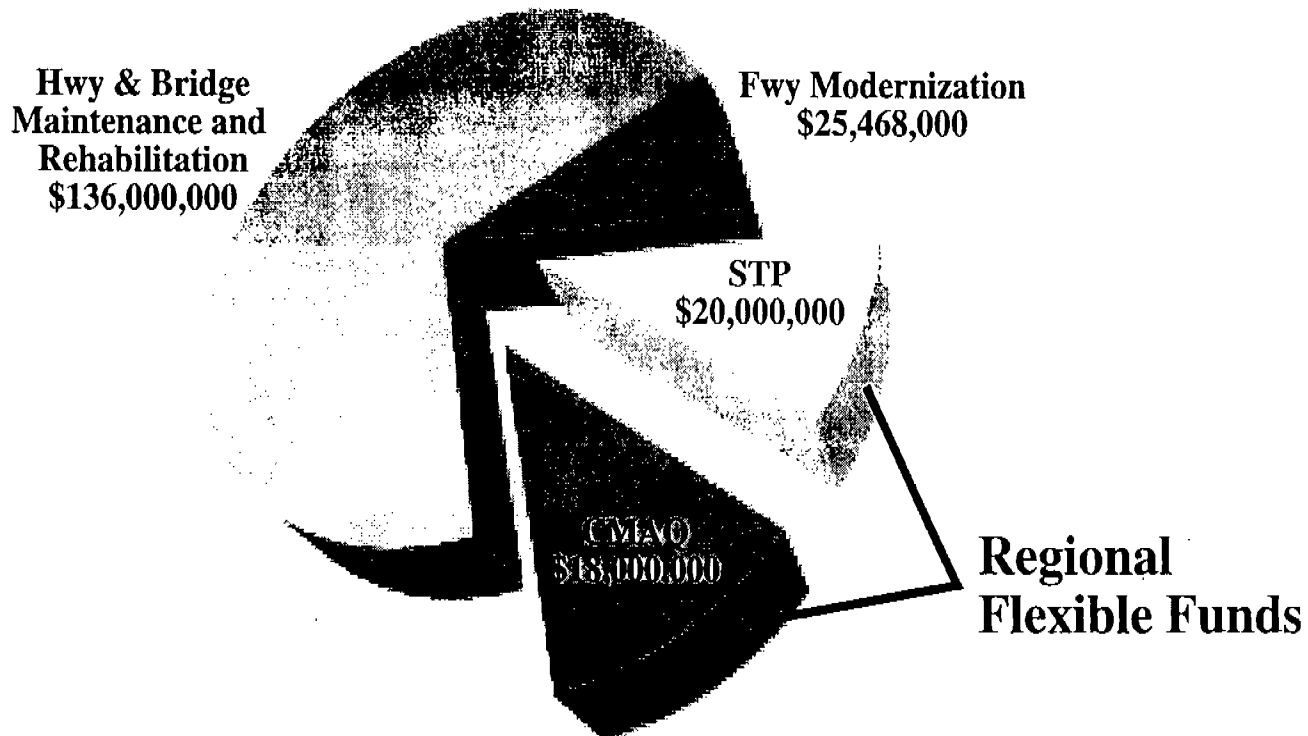
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\* This table does not reflect a joint schedule in cooperation with ODOT's development of the State Transportation Improvement Program (STIP). As that information becomes available, the table will be revised. However, as has occurred in the past, in order to simplify information review and outreach opportunities, the MTIP and STIP development processes will be combined to the degree possible.

**PRIORITIES 2002 MTIP UPDATE/  
2040 IMPLEMENTATION PROGRAM**

**Regional Flexible funds vs. State Highway funds**



**PRIORITIES 2002 MTIP UPDATE/  
2040 IMPLEMENTATION PROGRAM**

**Regional Programs Funded in the MTIP**

<b>Regionally Supported Programs</b>	<b>Cost During FY 04-05*</b>
Regional Planning Program	\$1,400,000
TOD Revolving Loan Fund	2,000,000
Regional TDM Program	1,400,000
1.5 Percent Annual Transit Service Increase	NA **
ECO Clearinghouse	94,000
SMART TDM Program	110,000
Transportation Management Associations	500,000
Transit Choices for Livability (TCL)	2,900,000
Region 2040 Initiatives	500,000
Regional ITS Arterial Management Program	NA ***
<b>TOTAL:</b>	<b>\$8,904,000</b>

\* Costs shown assume two years funding (i.e., FY 04-05) at annual levels approved in the prior Update.

\*\* The State (Air Quality) Implementation Plan commits the region to provide average annual transit service increases of 1.5 percent. A \$1.0 million allocation roughly equals a one percent service increase. The region has met this commitment through 2006. However, the region's policies state that increases above 1.5 percent annually are desirable.

\*\*\* The region's ITS program is being incrementally deployed and addresses freeway, transit and arterial operations. Regional funds have been allocated to plan and begin deployment of the arterial component of the program. Though composed of discrete projects, ITS is addressed here as a program because the full benefits of any one corridor enhancement are not achieved until management of the system of intersecting corridors as a whole can be optimized.



## ATTACHMENT 4

### Summary of Public Comments on Priorities 2002 MTIP 1/18/01

The public comment period for Priorities 2002 MTIP process and criteria began Dec. 18, 2000 and ended Jan. 16, 2001. The following is a summary of all comments received by mail, fax, e-mail and oral testimony.

#### A. Three letters were received from the following jurisdictions:

##### 1. Portland Parks and Recreation:

- supports the base package of projects.
- requests flexibility to reallocate and consolidate project costs within the current project base package.
- wants the East Bank Trail – Phase 2 to be their top priority in the base package of projects.
- is interested in completing gaps and construction projects in this MTIP process.
- supports any economies that could allow more funds for project construction.
- has a concern about the cap on total costs of projects nominated by each jurisdiction.
- believes existing points for land use are adequate.
- does not support a tight linkage to a culvert list because they see other ways to benefit salmon.

2. The City of Wilsonville supports the proposed increase of 2040 Plan land use points in the selection criteria: from 40 to 60 points out of a possible 100.

##### 3. East Multnomah County Transportation Committee:

- wants no change to the point allocation for 2040 land use support.
- opposes the addition of any substitute or new projects to the proposed “base package” project list.
- disagrees with TPAC’s recommendation to allow funding for freeway-related preliminary engineering, interchange construction or expansion projects on limited access highways in this round of the MTIP.

#### B. One e-mail was received from a citizen:

W. Mintkeski of Southeast Portland supported the proposal to add bridges to the Springwater Corridor at McLoughlin, Union Pacific mainline and Johnson Creek in order to better connect the Springwater Trail to the East Bank Trail and to OMSI.

#### C. Five comments were received by fax in the Council Office:

1. B. Marshall (no address given) said he wants to encourage more bike lanes for safety and to encourage more bicycling.

2. D. DeRose of Northeast Portland supported federal transportation dollars for bicycle, pedestrian and mass transit projects rather than roads.
3. G. Haun of Southeast Portland requested federal funds go to bike and pedestrian projects to avoid more pollution.
4. J. Bresnick of Northeast Portland supported the region's 2040 plan and requested money improve the city for bicycles and pedestrians. Some money should be set aside to maintain existing highways and streets.
5. J. Emmi of Southeast Portland wanted funds spent on bicycle lanes and paths, pedestrian crossings and sidewalks, light rail lines and other alternatives to reduce dependence on the automobile.

**D. Testimony was presented by 10 citizens at the Metro Council Community Planning Committee on January 16, 2001.**

1. B. Wilson of Beaverton did not support using money to widen Highway 26. Transportation funds should be used to fund alternative types of transportation including the Lake Oswego Willamette Shoreline Trails.
2. G. MacPherson of Southeast Portland advocated alternative transportation modes, especially the OMSI to Springwater connection. He supported the resolution that required a public hearing by the local jurisdictions before adding a project to the MTIP funding list.
3. C. Smith of Northwest Portland represented Citizens for Sensible Transportation. He supported the 2040 Growth Concept goals and the re-weighting of points to emphasize 2040 land use in the criteria.
4. F. Orem of Lake Oswego requested that cost effectiveness be given heavy weight in the selection criteria. He suggested Metro develop a comprehensive set of alternative projects that would provide mobility consistent with the 2040 Growth Concept that would be more cost effective than the current project list.
5. R. Williams of Southwest Portland represented Citizens for Sensible Transportation and Coalition for a Livable Future. He requested project compatibility with 2040 growth concepts, helping citizens create better communities with less traffic.
6. L. Mills of North Portland represented the Kenton Action Plan. He cited future plans for light rail and community revitalization efforts, including a main street development on Denver Avenue that would connect to the Kenton light rail station.
7. L. Anderson of North Portland represented the Swan Island TMA. He believed key criteria should be maximum access at a minimum cost and at reduced vehicle miles traveled. He said industrial centers were critical opportunities, citing the lack of

transit connections in some areas. He said such targeted investments would take single-occupant cars off the road and create road capacity for freight.

8. D. Stewart of Southeast Portland represented the Citizens for Sensible Transportation. He urged language that would help implement the 2040 plan and encourage public involvement in finding cost-effective solutions.
9. B. Walker of Southwest Portland urged the Council to ask that public testimony be involved in the review of the projects submitted to Metro. She asked that the funding package include enough money for alternative transportation projects (bicycles, pedestrian trails and transit).
10. J. Howell of Northeast Portland represented the Association of Oregon Rail and Transit Advocates (AORTA). He asked the committee to establish priorities that supported the 2040 plan. He said there is need for a multi-destinational transit system connecting regional centers. The most cost-effective way to achieve that would be to use existing infrastructure. He opposed widening Hwy. 26 and opposed funding engineering studies on Hwy. 26.

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