



**METRO**

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

**R E V I S E D**  
1/22/07

**MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

**DATE: January 26, 2007**

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

**PLACE: Council Chamber, 370A/B**

9:30 AM	1.	Call to Order and Declaration of a Quorum	Richard Brandman
9:30 AM	2.	Introduction of New TPAC Citizen Members	Richard Brandman
9:45 AM	2.	Citizen communications to TPAC on non-agenda items	Richard Brandman
9:50 AM	3. *	Approval of January 5, 2007 Minutes	Richard Brandman
9:55 AM	4.	Future Agenda Items	Richard Brandman
		<ul style="list-style-type: none"> <li>• RTO Vanpool Program Update (February 23rd)</li> <li>• Regional Safety Planning (February 23rd)</li> <li>• Streetcar Presentation (April)</li> <li>• Willamette River Bridges (anytime)</li> <li>• Cost of Congestion Update</li> <li>• Damascus Concept Plan</li> <li>• Freight Data Collection</li> <li>• Regional Rail System</li> </ul>	
	5.	<b><u>INFORMATION / DISCUSSION ITEMS</u></b>	
10:00 AM	5.1 #	Regional Safety Planning – <u>INFORMATION / DISCUSSION</u>	Mark Lear
10:30 AM	5.2 *	Unified Planning Work Program (UPWP) – <u>INFORMATION / DISCUSSION</u>	Andy Cotugno
11:00 AM	5.3 #	MTIP Final Cut List Briefing – <u>INFORMATION / DISCUSSION</u>	Ted Leybold
12:00 PM	6.	ADJOURN	Andy Cotugno

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\* Material available electronically.  
 \*\* Material to be emailed at a later date.  
 # Material provided at meeting.  
 All material will be available at the meeting.

Please call 503-797-1916 for a paper copy



**METRO**

**TRANSPORTATION POLICY ALTERNATES COMMITTEE**

January 5, 2007

Metro Regional Center

**MEMBERS PRESENT**

Frank Angelo	Citizen
Scott Bricker	Citizen
Greg DiLoreto	Citizen
Sorin Garber	Citizen
Mike McKillip	City of Tualatin, representing Cities of Washington County
Ron Papsdorf	City of Gresham
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
John Reinhold	Citizen
Sreya Sarkar	Citizen
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Paul Smith	City of Portland
Rian Windsheimer	Oregon Department of Transportation (ODOT – Region 1)
Ron Weinman	Clackamas County
Mike Williams	Washington State Department of Transportation (WSDOT)

**AFFILIATION**

**MEMBERS ABSENT**

Brent Curtis	Washington County
John Hoefs	C-Tran
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Jonathan Young	FHWA

**AFFILIATION**

**ALTERNATES PRESENT**

Andy Back	Washington County
Danielle Cowan	City of Wilsonville
Linda David	SW Washington RTC
Robin McCaffrey	Port of Portland
Margaret Middleton	City of Beaverton

**AFFILIATION**

**GUESTS PRESENT**

Lidwien Rahman	ODOT
Derek Robbins	City of Forest Grove
Terry Whisler	City of Cornelius

**AFFILIATION**

## **STAFF**

Richard Brandman, Aaron Bustow, Kim Ellis, Pat Emmerson, Tom Kloster, Ted Leybold, Jon Makler, Jessica Martin, Robin McArthur, John Mermin, Josh Naramore, Amy Rose, Kathryn Sofich, Randy Tucker, Caleb Winter

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

Ms. Robin McArthur, Chairing the meeting for Mr. Andy Cotugno in his absence, called the meeting to order and declared a quorum at 9:35a.m.

Each of the new TPAC members - Ms. Sreya Sarkar, Mr. John Reinhold, Mr. Sorin Garber and Mr. Scott Bricker – briefly introduced themselves.

### **2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There were none.

### **3. MINUTES OF NOVEMBER 30, 2006 MEETING**

ACTION TAKEN: Mr. Greg DiLoreto moved, seconded by Mr. Dave Nordberg to approve the November 30, 2006 meeting minutes. The motion passed.

### **4. INPUT ON FUTURE AGENDA ITEMS**

There were none.

### **5. ACTION ITEMS**

#### **5.1 Federal Priorities: Resolution No. 07-3762, For the Purpose of Approving Portland Regional Federal Transportation Priorities For Federal Fiscal Year 2008 Appropriations**

Mr. Richard Brandman appeared before the committee and introduced Resolution No. 07-3762, which would provide the US Congress and the Oregon Congressional delegation with the region's priorities for transportation funding for use in the federal transportation appropriation process.

He provided background information on the resolution and noted that due to the shift in Congress' attitude it is unlikely that the requests for FY07 would be appropriated.

He distributed an updated Exhibit A – FY08 Federal Transportation Appropriation Request List (included as part of the meeting record) and noted that the City of Portland and Clackamas County still had one too many projects on the list and asked them to narrow their projects to two.

Mr. Paul Smith stated that on December 14<sup>th</sup>, 2006, the Portland City Council adopted a federal agenda, which included two projects: South Portal, South Waterfront and East Burnside/Couch. He added that the third project Mr. Brandman is speaking about is the I-5 /405 Freeway Loop Master Plan, which was inadvertently left off the list presented to the committee. He also noted that at the City Council meeting, they discussed seeking support from JPACT to endorsing the I-5/North Macadam Access Project if it is not appropriated in FY07. Mr. Smith requested a footnote appear at the bottom of the project list stating that if the I-5/North Macadam Access

Project is not appropriated in FY07, that it would replace the Portland: South Portal: South Waterfront Project.

Mr. Scott Bricker noted his understanding for having just two projects per district appear on the list, but asked whether the real issue was not the number of projects per district, but rather the cost of each project. Mr. Brandman responded that both of those issues are important – that it is not easier to get a lot of smaller projects funded versus one or two very large projects. Ms. McArthur added that not only are a small number of requested projects funded, but they are also not fully funded, leaving the local jurisdiction responsible for coming up with the unfunded amount.

Mr. Ron Weinman requested that a footnote be added to the list noting that Clackamas County will narrow from their three projects to two projects before the January 18<sup>th</sup> JPACT meeting.

Mr. Andy Back inquired about the Washington County projects, noting that there was currently only one appearing on the list and asked if there had been any discussion about including Highway 217 on the list.

Mr. Back recommended amending the list to include the Highway 217 Corridor to the list. He inquired about the project description and whether it can be kept general but developed over time. Ms. McArthur noted that Mr. Rian Windsheimer and Mr. Back should meet to clarify about what would be funded.

Ms. Robin McCaffrey requested that the Port of Portland: Airport Way/I-205 Northbound project's purpose should change to PE/NEPA.

Mr. Brandman summarized the suggested amendments to Exhibit A, which included:

- Change the “Surface Transportation Program” source to “Surface Transportation Projects”.
- Change the Port of Portland: Airport Way/I-205 Northbound project's purpose to PE/NEPA.
- Leave the two City of Portland Projects (Portland South Portal, South Waterfront and Portland: East Burnside / Couch Couplet) on the list with a footnote that states “If the I-5/North Macadam Access Project is not appropriated in FY07, it will replace the Portland: South Portal, South Waterfront Project”.
- Add the Highway 217 Corridor Project under the Regional Highway Projects section, with an understanding that Washington County and ODOT will have a conversation prior to the JPACT meeting
- Identify and leave the three Clackamas County projects on the list but add a footnote that states: “Clackamas County will narrow from these projects to two projects by the January 18, 2007 JPACT meeting”.

ACTION TAKEN: With the above amendments to Exhibit A, Mr. Paul Smith moved, seconded by Mr. Greg DiLoreto to approve Resolution No. 07-3762. The motion passed.

#### *Federal Priorities: Reauthorization Policy Options*

Mr. Brandman appeared before the committee to discuss reauthorization policy options. He noted that the state process is gearing up and Congressman Earl Blumenauer is asking the region

to think more about policy. He added that Blumenauer is asking for input on what the federal interest is in the federal highway system. Accompanying the standard project list needs to be a conversation about policies. A draft of which will be presented at the next regular TPAC meeting.

Mr. Dave Nordberg noted that last summer, JPACT member, Mr. Fred Hansen talked about conformity for land use policies. He asked what that might look like and stated his interest in others' ideas. Mr. Ron Papsdorf noted that ideas along those lines have been discussed in the preliminary policy framework and expects that once the framework is more complete they would be discussing that issue at TPAC.

## **5.2 Resolution No. 07-3764, For the Purpose of Endorsing Regional Priorities for State Transportation Funding Legislation**

Mr. Brandman and Mr. Randy Tucker appeared before the committee to present Resolution No. 07-3764, which would endorse regional priorities for funding state transportation.

Mr. Tucker, Metro's Legislative Affairs Manager, noted that there have been many discussions about how to raise more revenue for transportation and the development of a regional agenda at JPACT, JPACT Finance, TPAC as well as MPAC. As part of the New Look process, the Metro Council is looking into how to integrate transportation planning with the region's long term land use process. In November of 2004, JPACT endorsed and the Metro Council approved a similar three part transportation agenda as being put forth to the committee today.

Mr. Smith, referring to the second bullet point in the Resolves, inquired about it mentioning specifically the Portland to Milwaukie Light Rail Project and whether or not it should be named, in the chance the project has difficulty gaining consensus for support. Mr. Tucker responded that the legislative advocates are advocating for this project and it is intended as the next project for the region. The committee continued to discuss whether or not to include the language in the resolution.

Mr. Bricker stated that the resolution refers to an Exhibit A, but there was not an Exhibit A provided. Mr. Windsheimer and Ms. Karen Schilling also expressed interest in seeing Exhibit A prior to voting on the resolution. Mr. Tucker noted that he completed a draft of the Exhibit just this morning and distributed copies (included as part of the meeting record).

The committee discussed Exhibit A and recommended the following changes:

- Amend the first element to: new revenues for roads and bridges
- In the second bullet point under the new revenue element, amend the first statement to say: Increase the gas tax and/or another funding source
- Delete the third bullet point stating: Focus new revenues on maintenance, -preservation, and safety- under the new revenue element.

In order to have the Resolution and Exhibit A contain the same information, the following changes would be included in the Resolution:

- Amend the first Resolve to reflect the following: New revenues to support road and bridge operations, maintenance and modernization.

- Amend: WHEARAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state ~~road~~ transportation system;

ACTION TAKEN: Mr. John Reinhold moved, seconded by Ms. Karen Schilling to approve Resolution 07-3764, with the above amendments to the Resolution and Exhibit A and with the understanding that some additional wordsmithing might have to be done prior to being submitted to JPACT. With Mr. Soring Garber and Mr. Bricker in opposition and Mr. Windsheimer and Mr. Nordberg abstaining, the motion passed.

## 6. INFORMATION / DISCUSSION ITEMS

### 6.1 Transportation Priorities: Public Comment Summary Update

Ms. Pat Emmerson appeared before the committee and provided a brief overview of the public comments received. She distributed CDs of the public comment book and noted that hard copies of the comment book would be available upon request.

#### *Final Cut Policy Direction*

Public comments and specific project applications expose new policy issues on how to prioritize projects for funding. Mr. Leybold directed the committee's attention to a memo (included as part of the meeting record) listing those issues. The committee reviewed and discussed each of the issues and recommended the following:

**Issue #1:** Additional Funding on Current Projects – Which applications for additional funding on a currently funded project should be recommended for additional funds?

*Recommendation:* No changes recommended to current policy.

**Issue #2:** Recycled Projects – Should projects that have traded out funding or recommended funding be recommended again for funding in the current funding cycle?

*Recommendation:* No changes recommended to current policy, but track and provide information on previous funding commitments.

**Issue #3:** Funding of priority categories – Should specific funding implications be defined to the priority modal categories or those that are not identified as priority modal categories?

*Recommendation:* No changes recommended to current policy.

**Issue #4:** Freeway / Highway capacity projects – Under what conditions should regional flexible funds be used for highway/freeway capacity projects?

*Recommendation:* Develop a recommendation in consultation with ODOT staff.

**Issue #5:** Urban Growth Boundary Expansion Areas – how should staff prioritize projects in new urban growth boundary areas relative to projects in already urbanized areas?

*Recommendation:* No changes recommended to current policy

**Issue #6:** Diesel Projects – What priority should diesel emission reduction projects receive relative to the modal project categories?

*Recommendation:* The committee recommended that the technical staff implement both proposed policy options as listed in the memo.

## 6.2 RTP Draft Chapter 1: Policy Framework

Due to time constraints, Ms. Kim Ellis and Mr. Tom Kloster agreed to introduce and present this informational agenda item at the upcoming TPAC workshop on Monday, January 8, 2007.

## 7. ADJOURN

As there was no further business, Ms. McArthur adjourned the meeting at 12:15p.m.

Respectfully submitted,  
Jessica Martin, Recording Secretary

### ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 5, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 3.	Minutes	11/30/06	TPAC Meeting Minutes of November 30, 2006	010507t-01
* 5.1	Resolution	12/21/06	Resolution No. 07-3762	010507t-02
* 5.2	Resolution	N/A	Resolution No. 07-3764	010507t-03
** 6.1	MTIP Comment Report	January 2007	MTIP Public Comment Report (CD and Hard copy formats available)	010507t-04
* 6.1	Memo	12/27/06	To: TPAC From: Ted Leybold Re: Transportation Priorities Final Cut Narrowing Policy Topics	010507t-05
* 6.2	Report	12/22/06	Phase 2 RTP Research and Analysis – Updated Preliminary Finance Analysis Report	010507t-06
* 6.2	Report	12/22/06	RTP Background Paper: Safety	010507t-07
* 6.2	Report	12/22/06	RTP Background Paper: Regional Roadway System	010507t-08
** 6.2	Calendar	12/18/06	Phase 2: Metro Council and Advisory Committee Meeting Schedule	010507t-09
** 5.1	Project List	1/5/07	Updated FY08 Federal Transportation Appropriation Request List	010507t-10
** 5.2	Exhibit A	N/A	Exhibit A to Resolution No. 07-3764	010507t-11
**	Handout	N/A	Summary of November 2006 STIP Outreach comments (from ODOT)	010507t-12
**	Handout	N/A	Other New Project and Program Funding	010507t-13
** 6.1	Handout	N/A	Public Listening Post on Transportation Improvement Projects	010507t-14

\* Included in packet

\*\*Distributed at meeting

# **FY 2007-08**

# **Unified Planning Work Program**

## Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

City of Portland

City of Damascus

City of Wilsonville (SMART)

Clackamas County

Washington County

TriMet

Southwest Washington Regional Transportation Council

Draft

January 19, 2007



Materials following this page were distributed at the meeting.



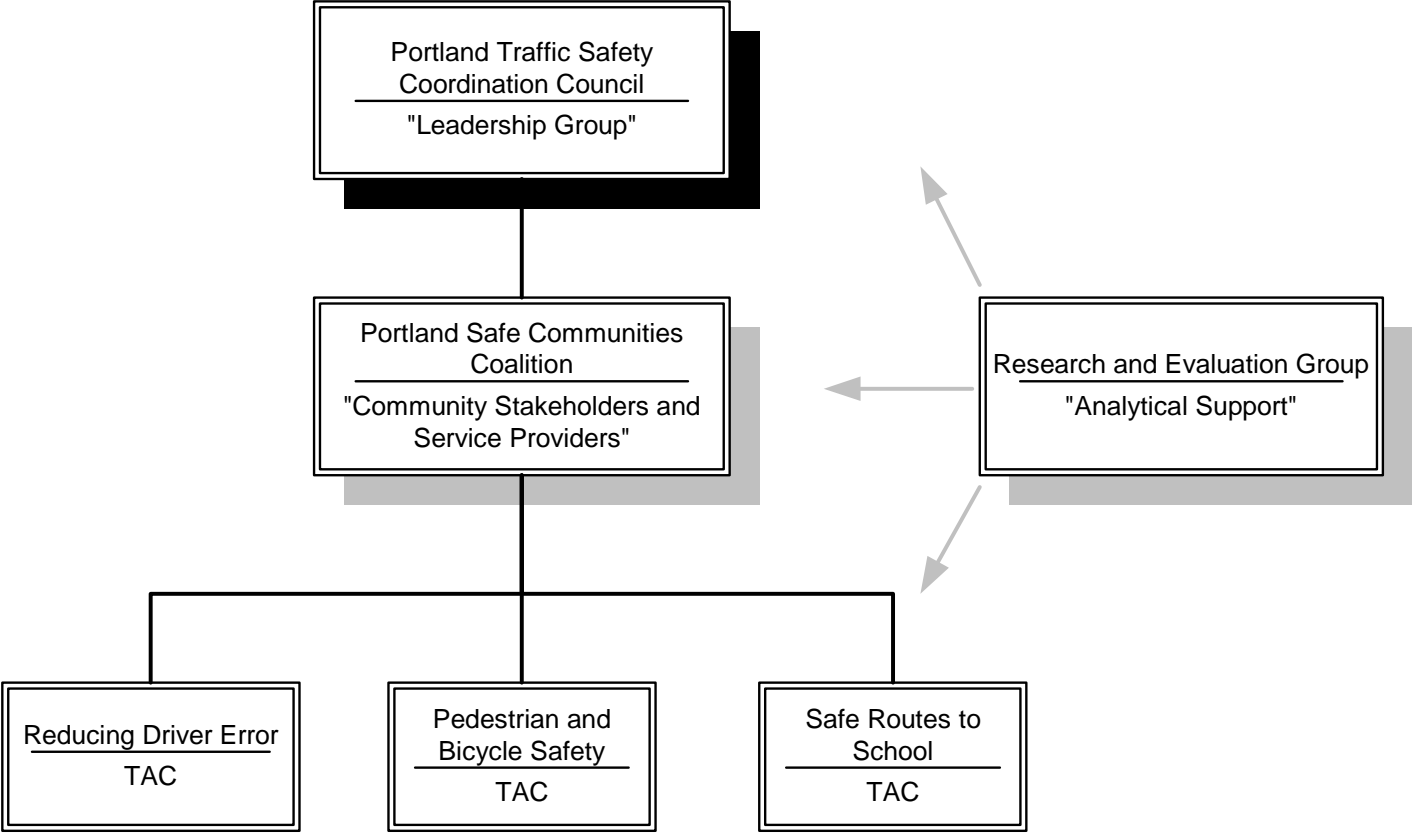
# Transportation Safety Portland

*Working Together to Achieve  
Sustainable Traffic Safety  
Improvements*

**METRO TPAC**

January 26, 2007

# WHAT IS THE COMMUNITY AND SCHOOL TRAFFIC SAFETY PARTNERSHIP?



# PRESENTATION OVERVIEW

1. Still Work to be Done

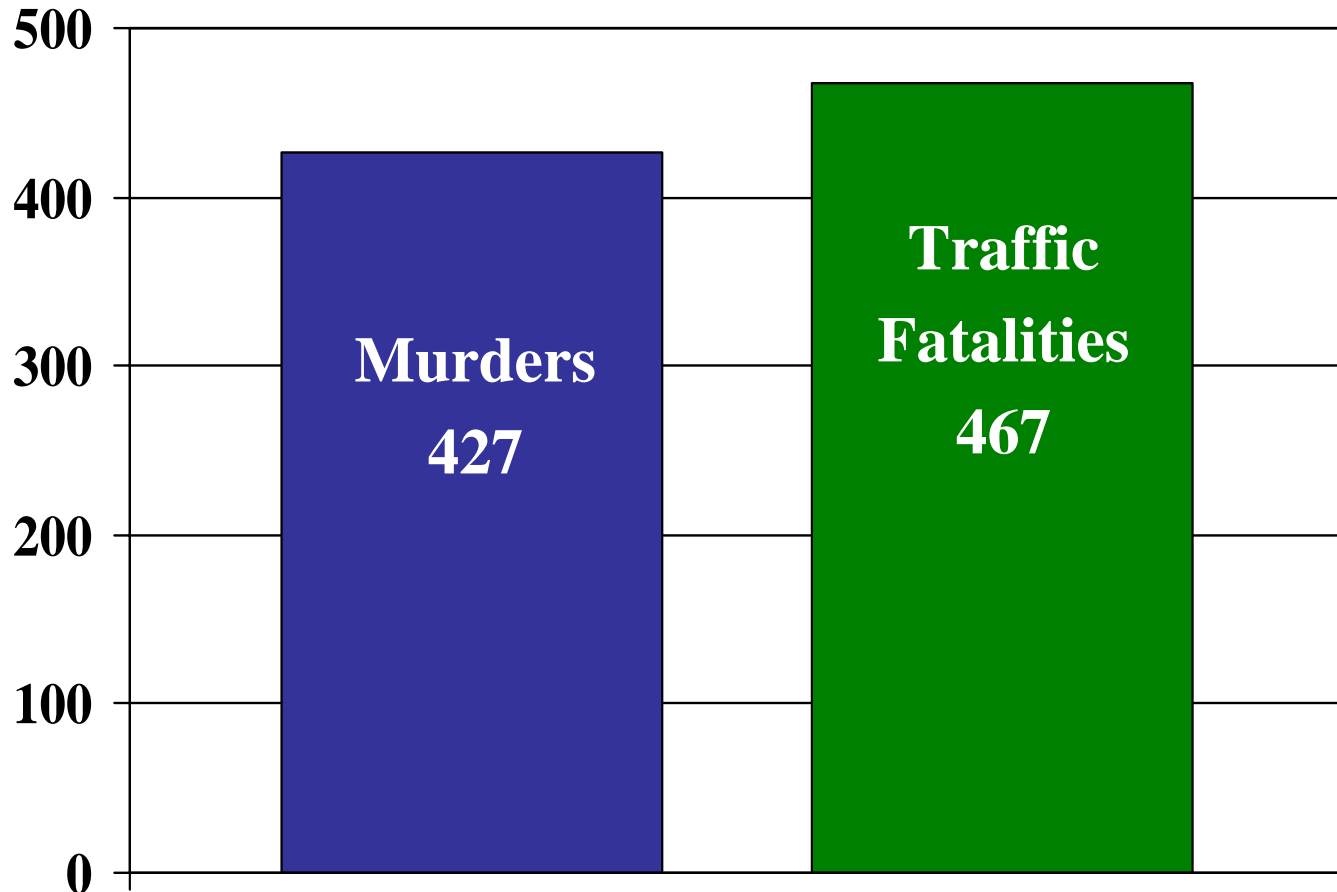
2. Good Trends

3. Great Opportunities /  
Great Responsibilities



# STILL WORK TO BE DONE

## 10% More Traffic Fatalities Than Murders

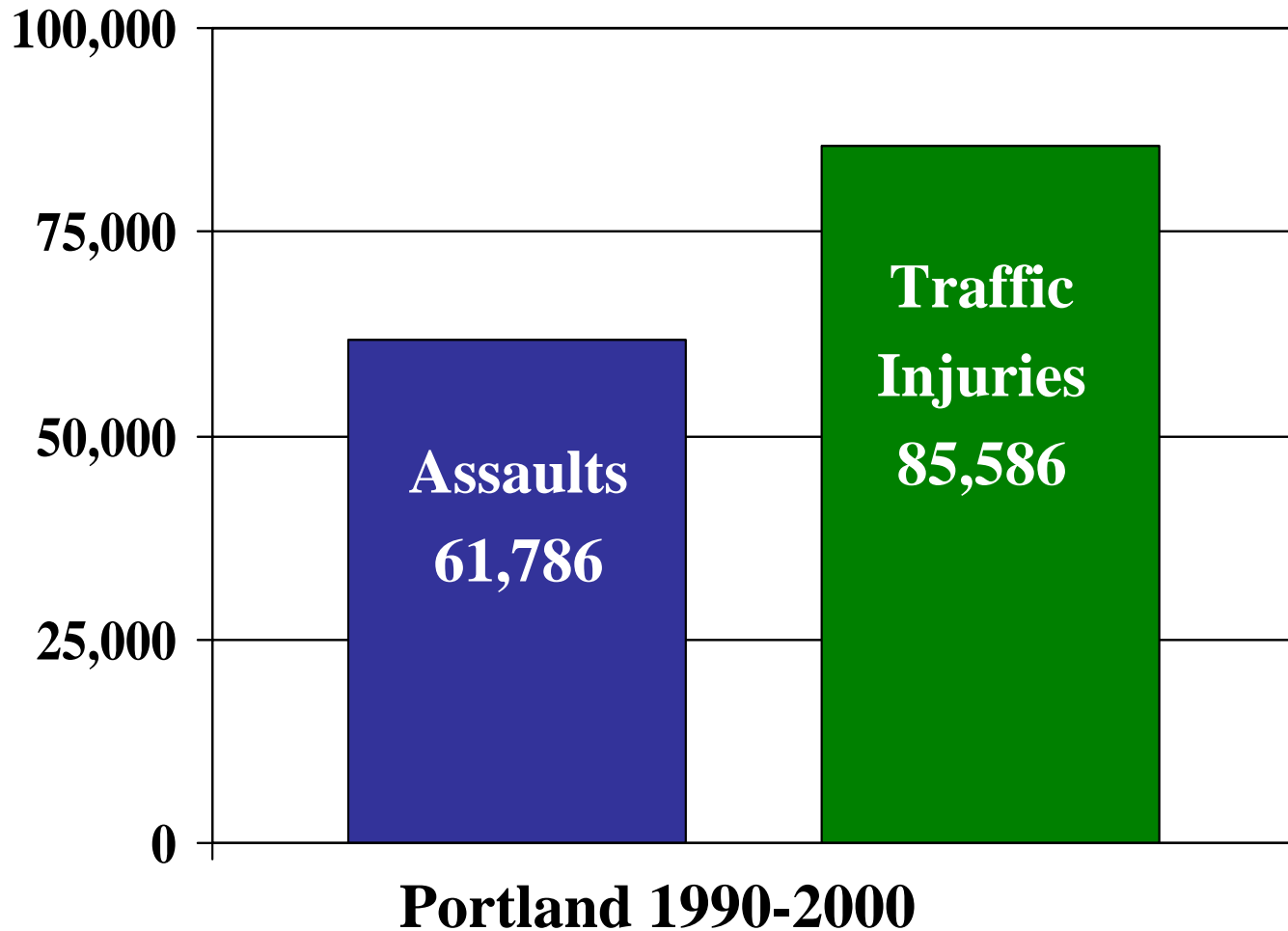


Portland 1990-2000



# STILL WORK TO BE DONE

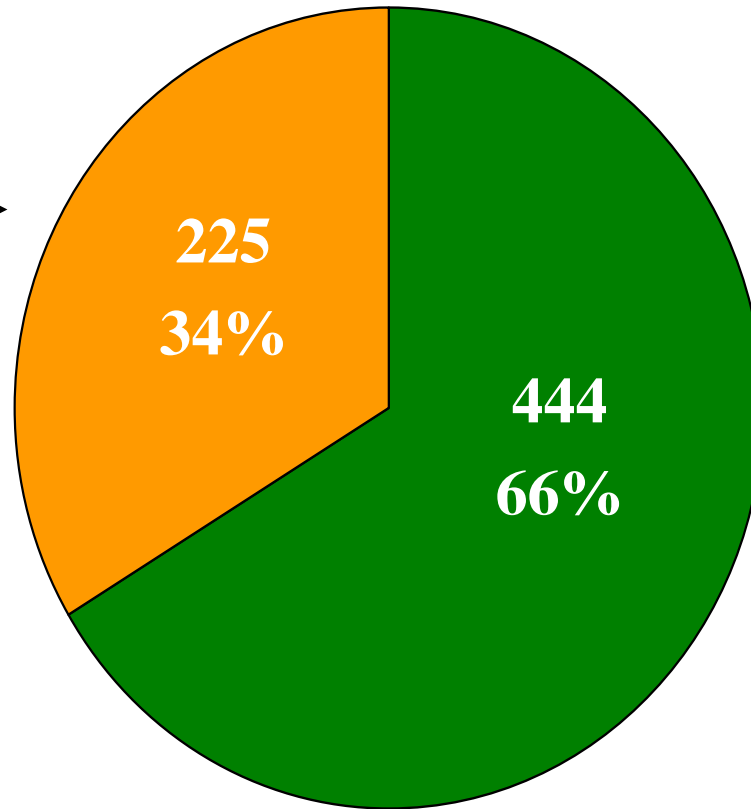
## 40% More Traffic Injuries Than Assaults



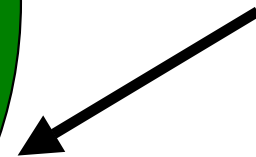
# STILL WORK TO BE DONE

## One of Three Traffic Fatalities is a Pedestrian or a Bicyclist

Pedestrian  
Bike  
Deaths



Auto  
Deaths



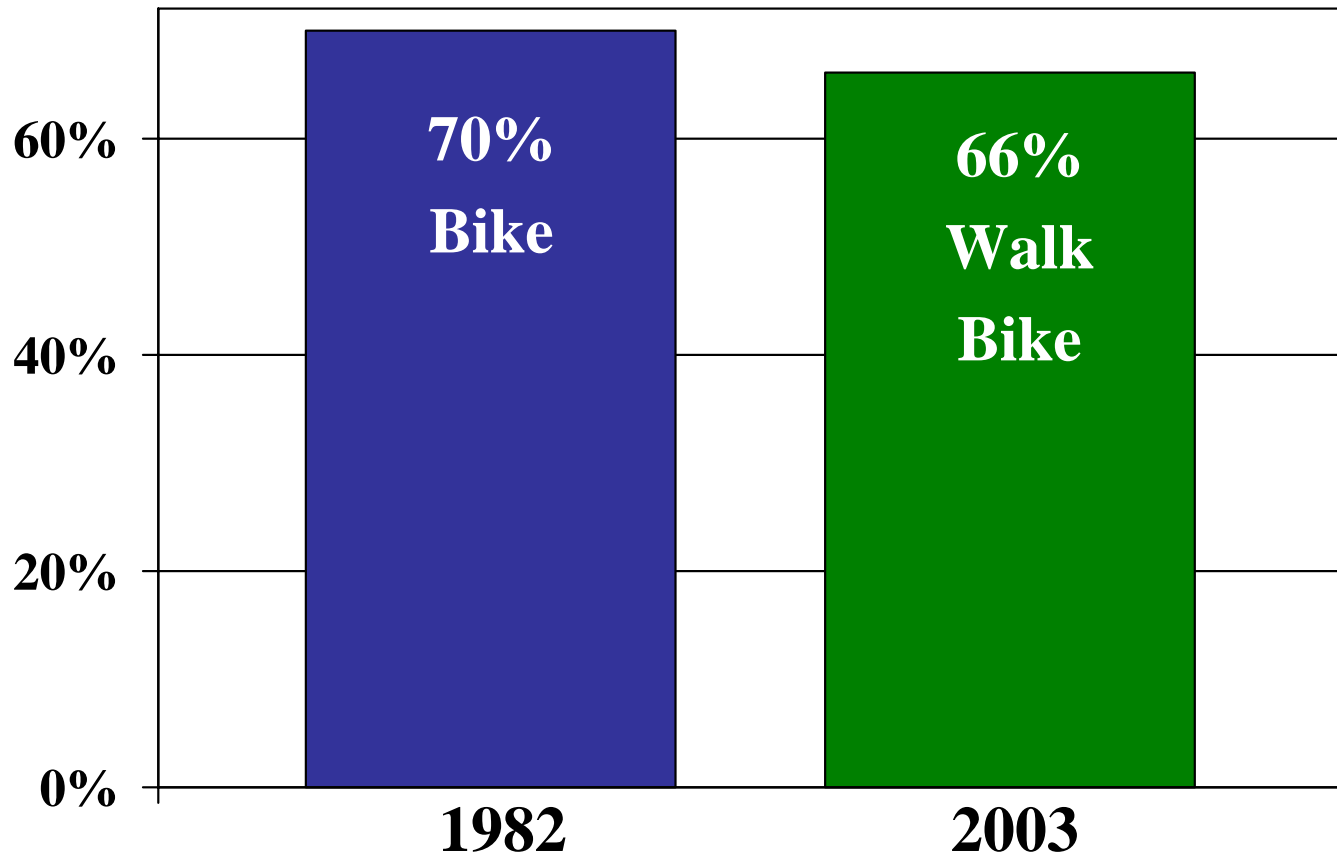
Portland 1985-2000



# STILL WORK TO BE DONE

## Too Many Limit Walking or Biking Due to Traffic Safety Concerns

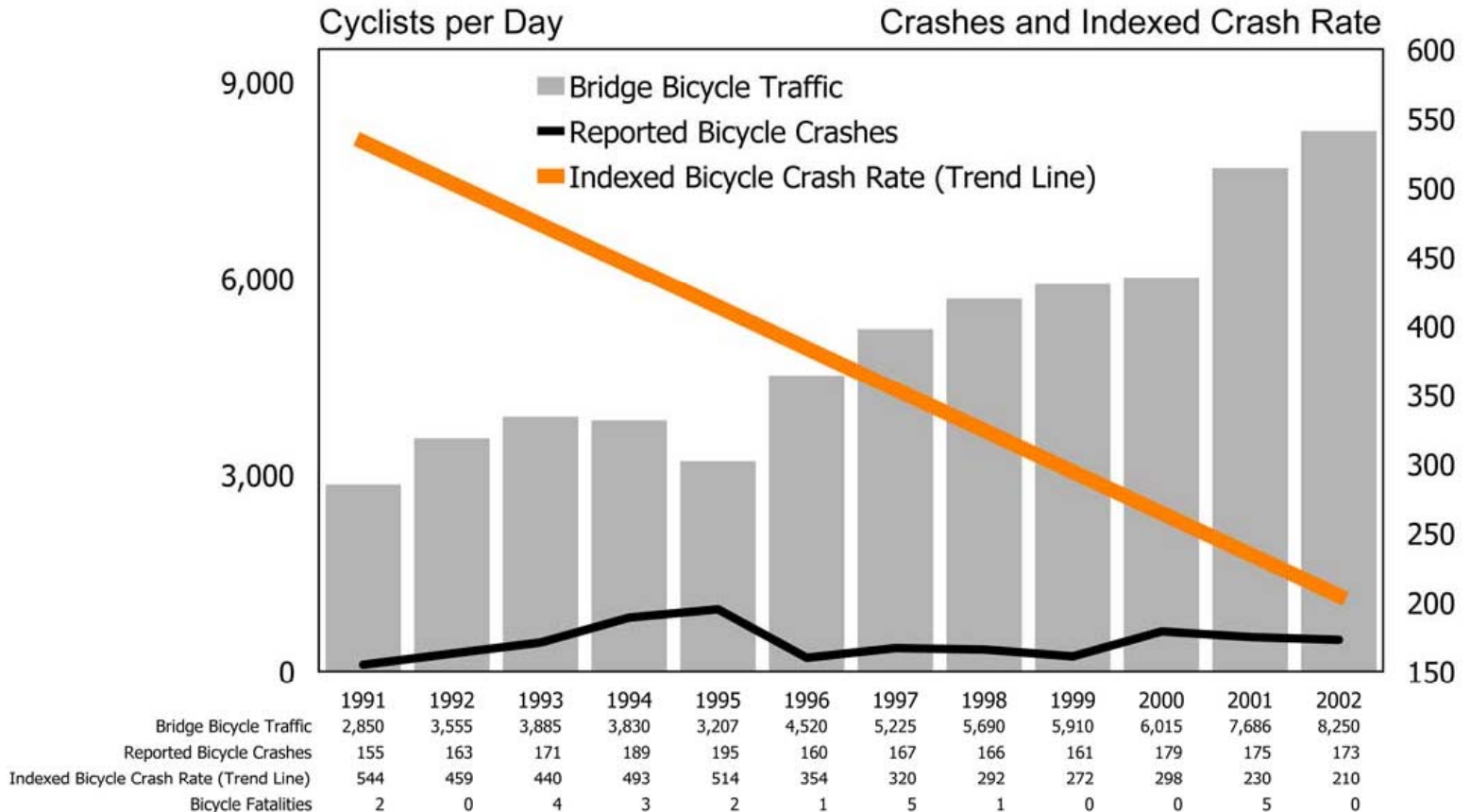
Portlanders Who Limit Activity Due to Traffic Safety Concern





# GOOD TRENDS

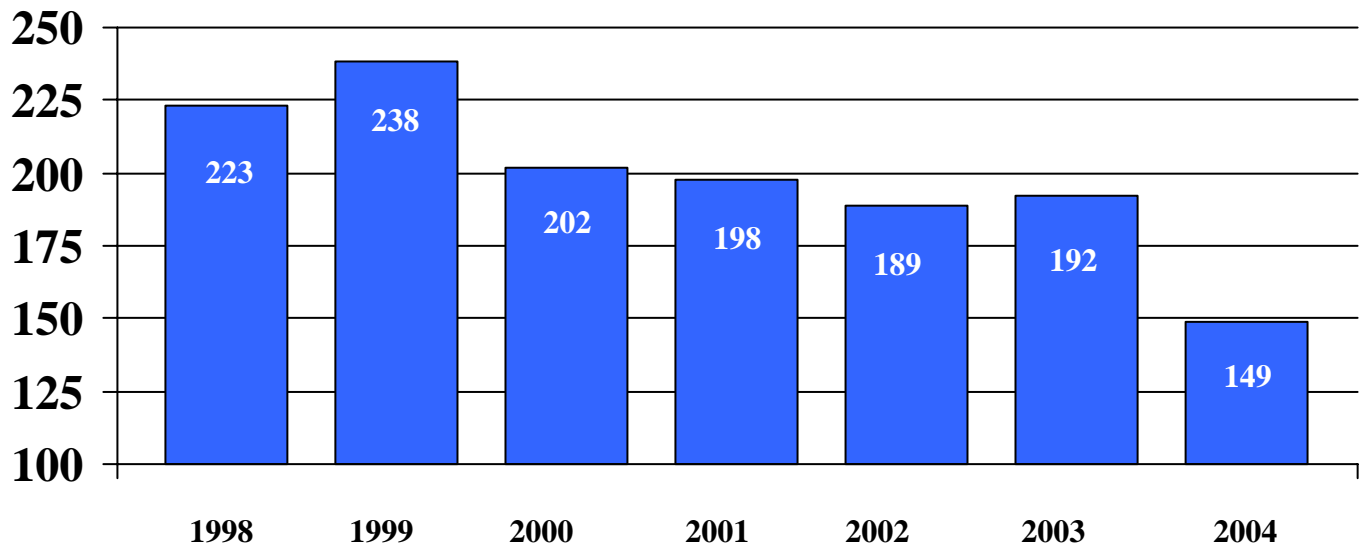
## Declining Bicycle Crash Rate / Increasing Ridership



# GOOD TRENDS

## Declining Pedestrian Crash Rate / Increased Transit Ridership

### Pedestrian Injuries in City of Portland



- The pedestrian crash rate declined 38% from 1998 to 2004 - from 4.4 to 2.7 injuries per 10,000
- Over this same time period, transit ridership increased 32% - from 68.9 million trips per day to 91.1 million trips per day

# GOOD TRENDS

## Declining Child Pedestrian and Bicycle Crash Rate

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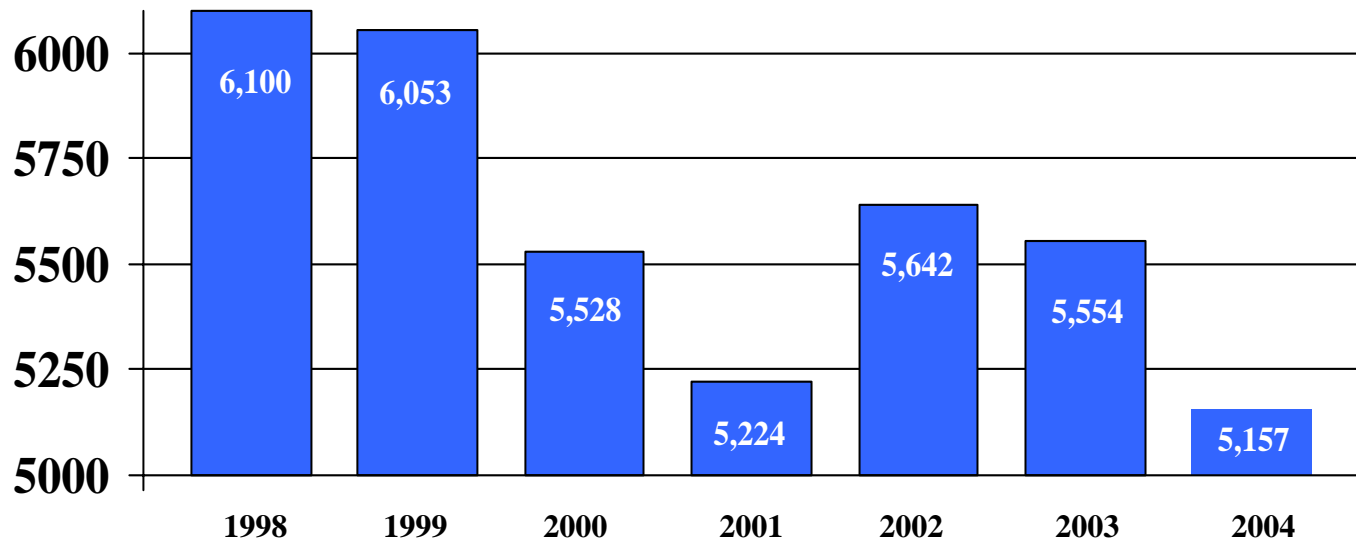
- In the first half of the 1990s, 615 Children were injured as a pedestrian or a bicyclist -- a child hit once every three days
- In the second half of the 1990s, 436 Children were injured as a pedestrian or a bicyclist -- a child hit once every four days



# GOOD TRENDS

## Declining Auto Crash Injury Rate

### Auto Crash Injuries in City of Portland



- The auto crash rate declined 16% from 1998 to 2004 - from 119 to 94 injuries per 10,000 population
- Over this same time period vehicle mile traveled (VMT) increased 3% - from 26 million miles per day to 26.8 million miles per day



We have made progress, but we  
have a long way to go:

Fatalities in Portland in 2003:

*4 Bikes (blue)*

*15 Pedestrians (green)*

*28 Motorists (yellow)*

*47 Fatalities*

*47 Other Drivers Involved (red)*

# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Community and School Traffic Safety Partnership

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- **\$1 Million / Year for Traffic Safety**
  - Reducing Driver Error
  - Pedestrian & Bike Safety
  - Safe Routes to School
- **Multi-Agency Collaboration**
  - Traffic Safety Hotline (823-SAFE)



# GREAT OPPORTUNITIES / RESPONSIBILITIES

## SAFETEA-LU / PSU National Transportation Research University

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- **Increased Federal Funding**
  - Traffic Safety
  - DUII
  - Safe Routes to School
- **PSU National Transportation Research University**
  - \$16 million matching funds



# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Pedestrian Refuge Islands

- 40% reduction in pedestrian crashes
- \$600,000 in next two years - 40-50 islands
- focus on multi-lane arterials with transit service and unprotected crossings





# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Bike Safety Projects

- Focus on high crash locations
- \$600,000 in next two years
- Draft list endorsed by Bicycle Advisory Committee and reviewed by district coalitions



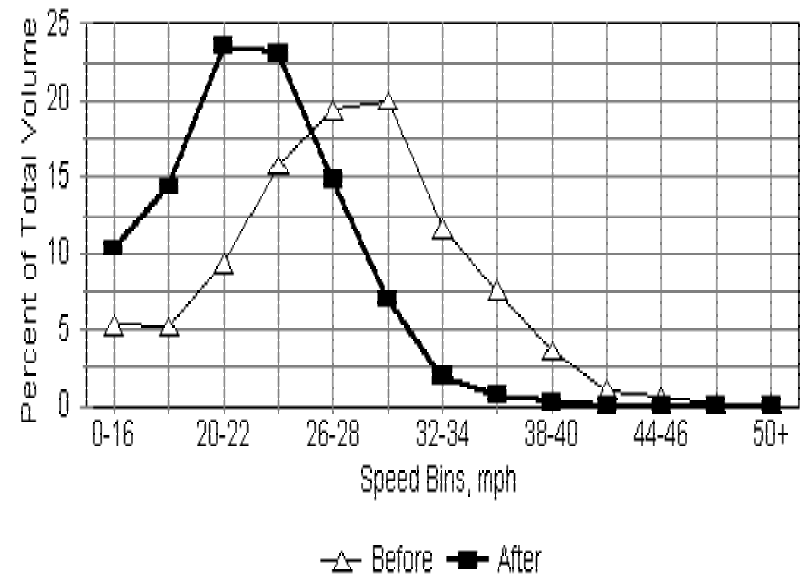
# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Subsidized Residential Purchase Projects

- 68 potential projects for this paving season
- Average speed reduction 6 MPH
- Average project 4-6 bumps
- 60% City subsidy

### 14 ft Speed Bump - Speed Distribution

Distribution Shift - Avg 27 Streets

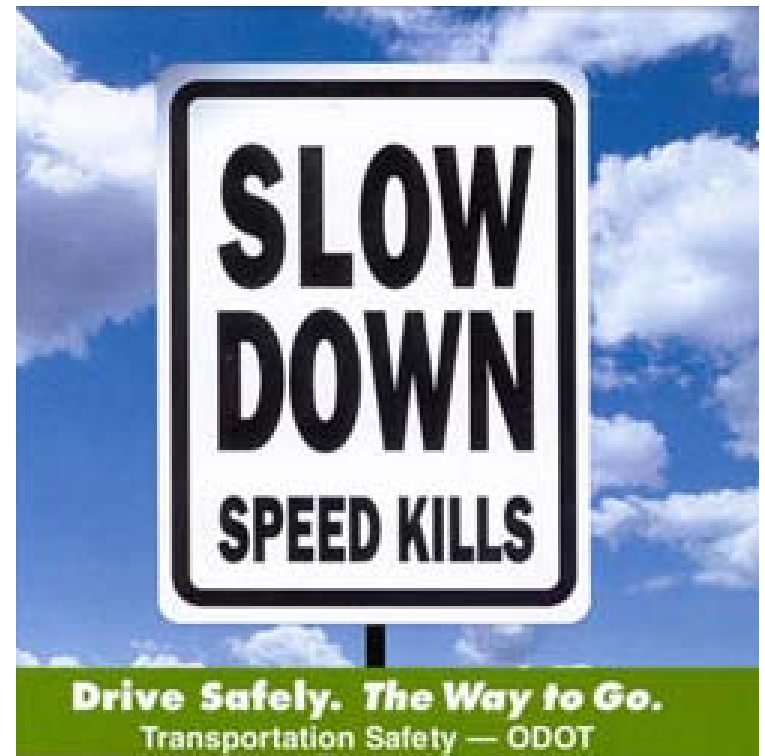


# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Strong State Traffic Safety Program

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- **Oregon Traffic Safety Plan**
  - Benchmarks
  - Action Plan
  - Resources
- **Strong Team Committed to Assisting Local Effort**



# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Safe Routes to School

*!! Portland Going Platinum !!*

- **Safe Routes to School Program**
  - Implement national model at 19 pilot schools
  - Citywide services at all schools
- **Bicycle & Pedestrian Safety**
  - Bicycle / Pedestrian Improvements
  - Enforcement
  - Education



# GREAT OPPORTUNITIES / RESPONSIBILITIES

## Strong Collaboration from Community Partners

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- TriMet
- ODOT
- Neighborhoods / ONI
- Insurance Agencies
- Bicycle Transportation Alliance
- Willamette Pedestrian Coalition
- School Districts
- AAA
- Elders in Action
- ThinkFirst
- MADD
- District Attorneys Office
- ACTS Oregon
- Oregon Trucking Association
- Community Cycling Center
- City Repair Project
- Shift to Bikes
- Multnomah County DUII Services
- First Responders
- Metro
- Trauma Nurses





I SHARE  
MY TOYS  
YOU SHARE  
THE ROAD

# Recommendations for Metro

- Form a regional traffic safety committee – education, engineering, and enforcement
  - Partner with ODOT's Traffic Safety Division to track regional opinions regarding traffic safety
  - Safety Committee should recommend regional safety benchmarks (based on EU Safety Certification?)
  - Invest in I Share the Road regional education campaign
- Partner with ODOT/Portland on 82<sup>nd</sup> Avenue of Roses Operational Safety Strategy – project can serve as regional model for multi-lane, high speed facilities
- Create a regional Safe Routes to School strategy
- Increase funding to meet minimum standard for safe crossings for transit
- Prioritize regional bike network that includes bicycle boulevards.



# PORTLAND TRAFFIC SAFETY COORDINATION COUNCIL

POLICE	<b>City of Portland Police Traffic Division Commander</b>	<b>Marty Rowley</b>
TRANSPORTATION	<b>City of Portland Office of Transportation, BTSM Director</b> Commissioner Sam Adams' Office, Chief of Staff	<b>Eileen Argentina</b> Tom Miller
COURT	Presiding Judge Multnomah County Circuit Court Court Administrator Multnomah County Circuit Court Deputy District Attorney Multnomah County Circuit Court	Dale Koch Doug Bray Shanon Gray
NEIGHBORHOODS BUSINESS	East Portland Neighborhood Office Executive Director Central Northeast Neighbors N Portland Neighborhood Services Executive Director East Portland Neighborhood Office Director N Portland Neighborhood Services Executive Director NE Coalition of Neighborhoods Neighbors West/NW Executive Director Neighbors West/NW SE Uplift Neighborhood Program SE Uplift Neighborhood Program Transportation Chair SW Neighborhoods Inc Executive Director SW Neighborhoods Inc Portland Neighborhood Business Assoc.	Glen Hartel Allison Stoll Barbara Quinn Richard Bixby Tom Griffin-Valade Willie Brown Sally Knueven Mark Sieber Chris Eykamp Paula Manley Lillie Fitzpatrick Sylvia Bogert Jean Baker
SCHOOLS	Assistant Superintendent Portland Public Schools Director Portland Student Transportation Office Superintendent Centennial School District Superintendent David Douglas School District Superintendent Parkrose School District Superintendent Reynolds School District	Willie Poinsette Bryan Winchester Robert McKean Barbara Rommel Michael Taylor Terry Kneisler
PEDESTRIANS BIKES	Executive Director Bicycle Transportation Alliance Executive Director Community Cycling Center Co-President Willamette Pedestrian Coalition Chair Portland Bicycle Advisory Committee	Evan Manvel Susan Remmers Michael Dennis Mark Ginsburg
SAFETY	Director Trauma Nurses Talk Tough, Legacy Emanuel Hospital Coordinator Community Traffic Safety, ACTS Oregon	Joanne Fairchild Lynne Mutrie
TRANSIT	General Manager TriMet Executive Director of Operations TriMet	Fred Hansen Bob Nelson
INSURANCE	Pacific NW Public Affairs / State Farm Insurance Senior Risk Consultant Marsh USA Inc.	Curt Penrod Mark Runyon

## PORTLAND SAFE COMMUNITIES COALITION

TECHNICAL ADVISORY COMMITTEE	Bicycle Transportation Alliance Centennial School District Community Cycling Center David Douglas School District Elders in Action Multnomah County Circuit Court Multnomah County Circuit Court DA's Office Multnomah County Health Department Alliance for Community Traffic Safety in Oregon Oregon Injury Prevention and SAFE KIDS Coalition Parkrose School District Portland Pedestrian Advisory Committee Portland Office of Transportation Portland Police Bureau Traffic Division Portland Police Bureau School Police Portland Public Schools Student Transportation Reynolds School District Transportation Southwest Neighborhoods, Inc. Trauma Nurses Talk Tough, Legacy Emanuel Hospital TriMet	Robert Ping Rick Larson Gabe Graff Barbara Rommel Vicki Hersen The Honorable Steve Todd Shanon Gray Sonia Manhoff Lynne Mutrie Adrienne Greene Michael Taylor Susan Barrett Mark Lear, et al. Mark Kruger Steve Hollingsworth David Phillips Kathy Houck Lillie Fitzpatrick Joanne Fairchild Coral Ten Fingers
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## **City of Portland Traffic Safety Update**

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Page 1 – Cost to Society: Portland Traffic Safety Crashes 1995-2004

Page 2 – Motor Vehicle Crashes: High Crash Intersections 2001-2004

Page 3 – Top 40 High Crash Intersections 2001-2004

Page 4 – Example of High Motor Vehicle Crash Location Project (SE Foster & SE 96<sup>th</sup>)

Page 5 – Pedestrian Fatalities and Serious Injuries

Page 6 – Example of High Priority Pedestrian Safety Project (SE 82<sup>nd</sup> & Lambert)

Page 7 – Example of High Priority Bike Safety Project (SE Foster 62<sup>nd</sup> to 87<sup>th</sup>)

Page 8 – Draft Traffic Safety Projects

**COST TO SOCIETY PORTLAND TRAFFIC CRASHES 1995-2004**

ALL INFORMATION BASED ON DATA FROM THE NATIONAL SAFETY COUNCIL

FOR FURTHER BACKGROUND, SEE <http://www.nsc.org/lrs/statinfo/estcost.htm>

Investments in transportation safety provides an outstanding benefit to cost ratio. The reduction of crashes means fewer deaths and injuries, lower economic costs, and a much more livable city. From 1995-2004, Portland residents spent as much on the impact of motor vehicle crashes as was spent on the entire transportation system budget. In terms of quality of life factors, Portlanders spent 3-5 times as much on motor vehicle crashes as on the entire transportation budget. The best and least expensive way to reduce crashes is for people to drive slow and sober, be alert crossing the street, and ride bicycles in a predictable manner.

**Costs of Motor Vehicle Injuries**

The calculable costs of motor vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employers' uninsured costs.

	COST PER CRASH	TOTAL PORTLAND CRASHES	COST	PORTLAND MOTOR VEHICLE CRASHES	COST	PORTLAND PEDESTRIAN CRASHES	COST	PORTLAND BICYCLE CRASHES	COST
Death	\$1,130,000	416	\$470,080,000	277	\$313,010,000	118	\$133,340,000	21	\$23,730,000
Incapacitating Injury	\$58,500	2761	\$161,518,500	2245	\$131,332,500	368	\$21,528,000	148	\$8,658,000
Non-Incapacitating Injury	\$18,300	16818	\$317,880,200	15026	\$283,991,400	1070	\$20,223,000	722	\$13,645,800
Pain	\$10,700	50531	\$540,681,700	49126	\$525,648,200	680	\$7,276,000	725	\$7,757,500
<b>TOTAL</b>			<b>\$1,490,140,400</b>		<b>\$1,253,982,100</b>		<b>\$182,367,000</b>		<b>\$53,791,300</b>


**Comprehensive costs of motor vehicle crashes**

In addition to the economic cost components listed above, the following comprehensive costs also include a measure of the value of lost quality of life which was obtained through empirical studies of what people actually pay to reduce their safety and health risks.


	COST PER CRASH	TOTAL PORTLAND CRASHES	COST	PORTLAND MOTOR VEHICLE CRASHES	COST	PORTLAND PEDESTRIAN CRASHES	COST	PORTLAND BICYCLE CRASHES	COST
Death	\$3,760,000	416	\$1,564,160,000	277	\$1,041,520,000	118	\$443,680,000	21	\$78,960,000
Incapacitating Injury	\$188,000	2761	\$519,068,000	2245	\$422,060,000	368	\$69,184,000	148	\$27,824,000
Non-Incapacitating Injury	\$48,200	16818	\$810,627,600	15026	\$724,253,200	1070	\$51,574,000	722	\$34,800,400
Pain	\$22,900	50531	\$1,157,159,900	49126	\$1,124,985,400	680	\$15,572,000	725	\$16,602,500
<b>TOTAL</b>			<b>\$4,051,015,500</b>		<b>\$3,312,818,600</b>		<b>\$580,010,000</b>		<b>\$158,186,900</b>

# Motor Vehicle Crashes High Crash Intersections 2001-2004


**Legend**

 **High Crash Location**  
labeled by number of crashes

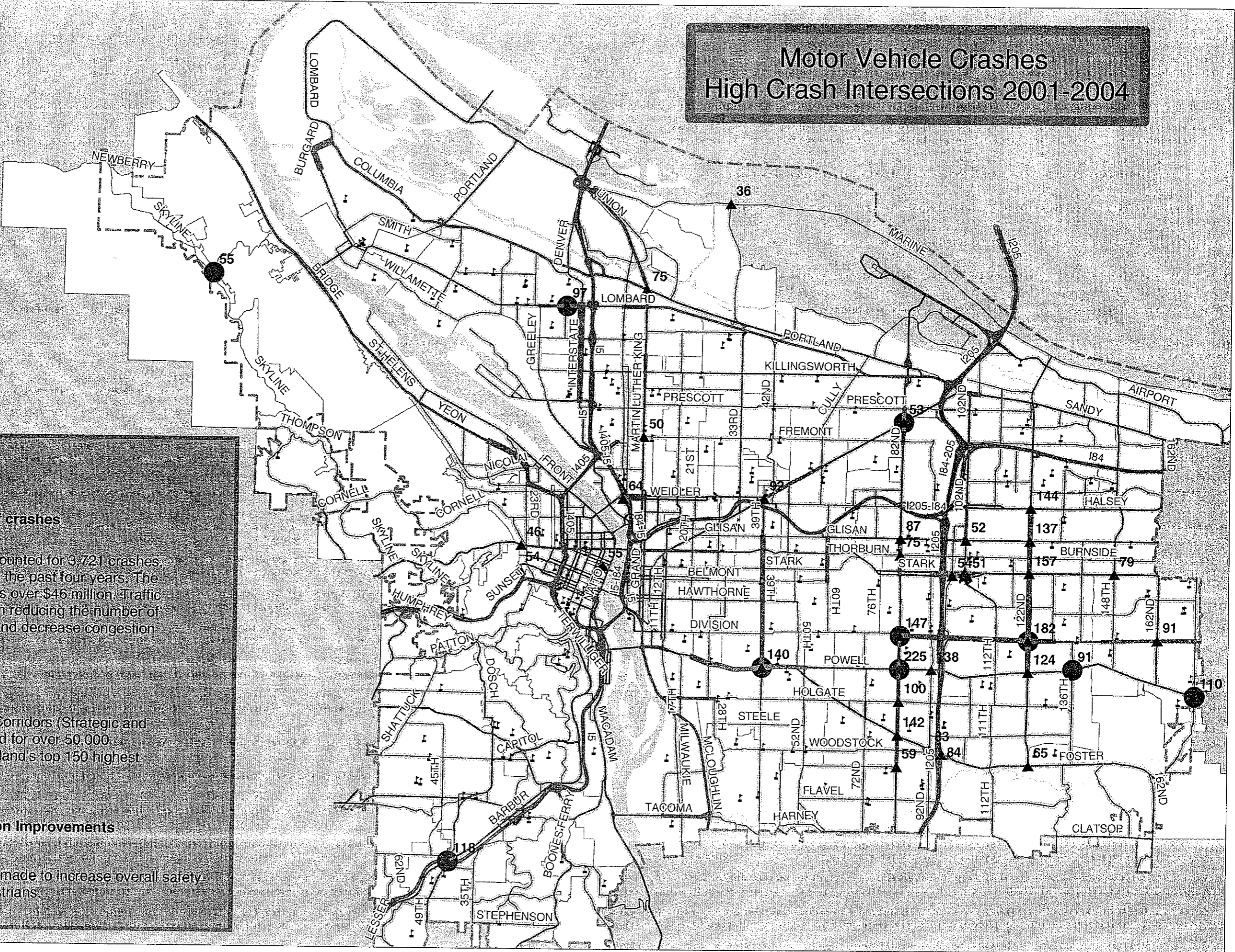
These 40 intersections have accounted for 3,721 crashes, 10 fatalities, and 1,425 injuries in the past four years. The economic cost of these crashes is over \$46 million. Traffic safety improvements will focus on reducing the number of crashes to both increase safety and decrease congestion caused by crashes.

 **SAFE Corridors**

Over 15 years, Portland's SAFE Corridors (Strategic and Focused Enforcement) accounted for over 50,000 crashes. They include 81% of Portland's top 150 highest crash intersections.

 **Proposed Intersection Improvements**

Intersection improvements will be made to increase overall safety for motorists, bicyclists, and pedestrians.



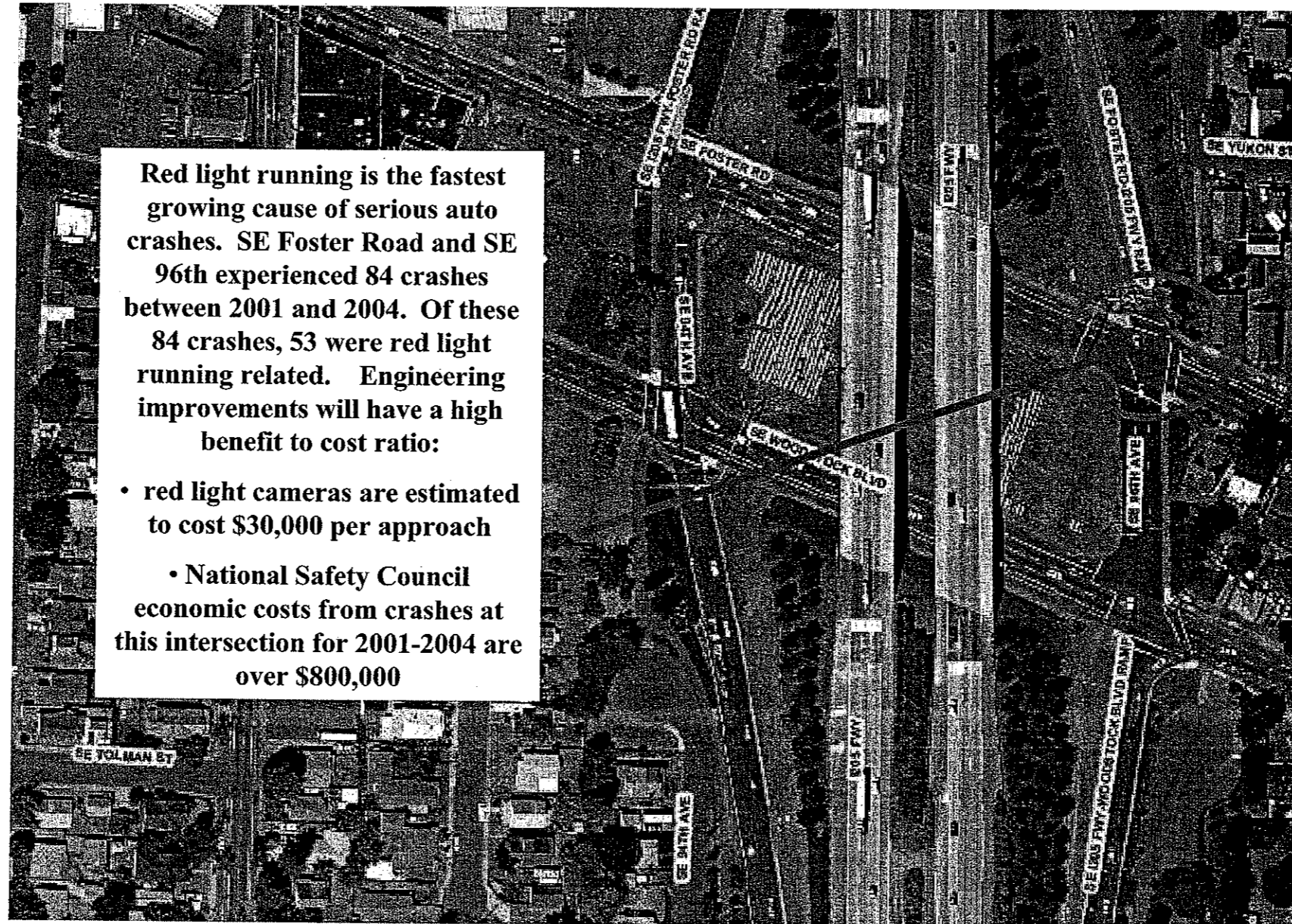
TOP 40 HIGH CRASH INTERSECTIONS 2001-2004

Rank	Intersection	Crash Rate Per Million Entering Vehicles	Total Crash Value -- National Safety Council	Crash Value Per Million Entering Vehicles	Total Crashes	Fatalities	Injuries	Property Damage Only
1	SE POWELL BLVD at 82ND AVE	2.53	\$3,153,200	\$35,397.40	225	1	83	141
2	SE DIVISION ST at 122ND AVE	2.21	\$2,792,300	\$33,952.83	182	1	75	106
3	SE POWELL BLVD at 136TH AVE	2.18	\$1,977,200	\$47,358.90	91	1	39	51
4	SE DIVISION ST at 82ND AVE	2.17	\$1,319,300	\$19,494.26	147	0	71	76
5	SE POWELL BLVD at 174TH AVE	2.26	\$1,021,800	\$20,963.27	110	0	48	62
6	NE SANDY BLVD at 82ND AVE	2.06	\$1,589,000	\$61,894.49	53	1	21	31
7	SE POWELL BLVD at 122ND AVE	2.05	\$1,178,800	\$19,508.99	124	0	52	72
8	SE POWELL BLVD at 92ND AVE	2.02	\$1,274,600	\$18,666.47	138	0	59	79
9	NE HALSEY ST at 122ND AVE	1.93	\$1,335,400	\$17,859.11	144	0	58	86
10	SE STARK ST at 122ND AVE	1.88	\$1,437,100	\$17,183.09	157	0	53	104
11	NE COLUMBIA BLVD at MARTIN LUTHER KING JR BLVD	1.47	\$1,894,600	\$37,100.54	75	1	35	39
12	NE GLISAN ST at 122ND AVE	1.93	\$1,266,100	\$17,825.18	137	0	53	84
13	SE HOLLGATE BLVD at 82ND AVE	1.89	\$1,031,200	\$19,531.58	100	0	41	59
14	SW WASHINGTON ST at 2ND AVE	1.61	\$1,730,800	\$50,578.14	55	1	25	29
15	SE FOSTER RD at 82ND AVE	1.92	\$1,213,400	\$16,438.01	142	0	48	94
16	SE DUKE ST at 82ND AVE	1.34	\$1,757,000	\$40,041.90	59	1	27	31
17	SE STARK ST at 102ND AVE	2.01	\$771,900	\$19,183.21	81	0	35	46
18	N WEIDLER ST at VANCOUVER AVE	2.39	\$620,000	\$23,198.94	64	0	18	46
19	SW BARBUR BLVD at CAPITOL HWY	1.91	\$1,012,600	\$16,403.23	118	0	37	81
20	NE FREMONT ST at MARTIN LUTHER KING JR BLVD	1.46	\$1,669,500	\$48,901.47	50	1	24	25
21	SE FOSTER RD at 96TH AVE/I-205 NB ON-RAMP	1.83	\$804,200	\$17,534.21	84	0	27	57
22	NW GERMANTOWN RD at SKYLINE BLVD	3.68	\$1,542,200	\$162,204.35	35	1	13	21
23	SE DIVISION ST at 162ND AVE	1.63	\$941,100	\$16,849.74	91	0	39	52
24	SE STARK ST at 148TH AVE	1.65	\$842,100	\$17,591.16	79	0	34	45
25	SE WASHINGTON ST at 96TH AVE/99TH AVE	1.97	\$673,100	\$17,719.61	75	0	25	50
26	N BROADWAY at VANCOUVER AVE/I-5 SB RAMP	1.64	\$817,600	\$16,788.42	80	0	25	55
27	SE POWELL BLVD at 39TH AVE	1.51	\$1,226,800	\$13,249.79	140	0	52	88
28	SW JEFFERSON RD at CANYON RD/MURRAY LN	3.13	\$472,000	\$27,336.08	54	0	21	33
29	SE FOSTER RD at 92ND AVE	1.75	\$747,700	\$15,723.26	83	0	32	51
30	N LOMBARD ST at DENVER AVE	2.00	\$533,400	\$20,519.30	52	0	14	38
31	NE GLISAN ST at 102ND AVE	1.48	\$830,100	\$12,654.30	97	0	28	69
32	NE MARINE DR at 33RD DR	1.63	\$1,521,700	\$69,101.84	36	1	16	19
33	N BROADWAY at WILLIAMS AVE/I-5 NB RAMP	1.36	\$866,900	\$12,651.62	93	0	28	65
34	E BURNSIDE ST at 82ND AVE	1.48	\$714,700	\$14,060.22	75	0	31	44
35	SE FOSTER RD at 122ND AVE	1.56	\$672,500	\$16,167.05	65	0	27	38
36	W BURNSIDE ST at 23RD AVE/VISTA	2.03	\$511,000	\$22,592.47	46	0	16	30
37	NE GLISAN ST at 82ND AVE	1.34	\$813,500	\$12,563.52	87	0	34	53
38	SE WASHINGTON ST at 102ND AVE	1.76	\$511,200	\$16,623.87	54	0	17	37
39	SE WASHINGTON ST at 103RD DR	1.69	\$520,900	\$17,258.36	51	0	22	29
40	NE SANDY BLVD at 39TH AVE	1.33	\$762,800	\$11,025.58	92	0	22	70
			\$46,371,300		3,721	10	1,425	2,286

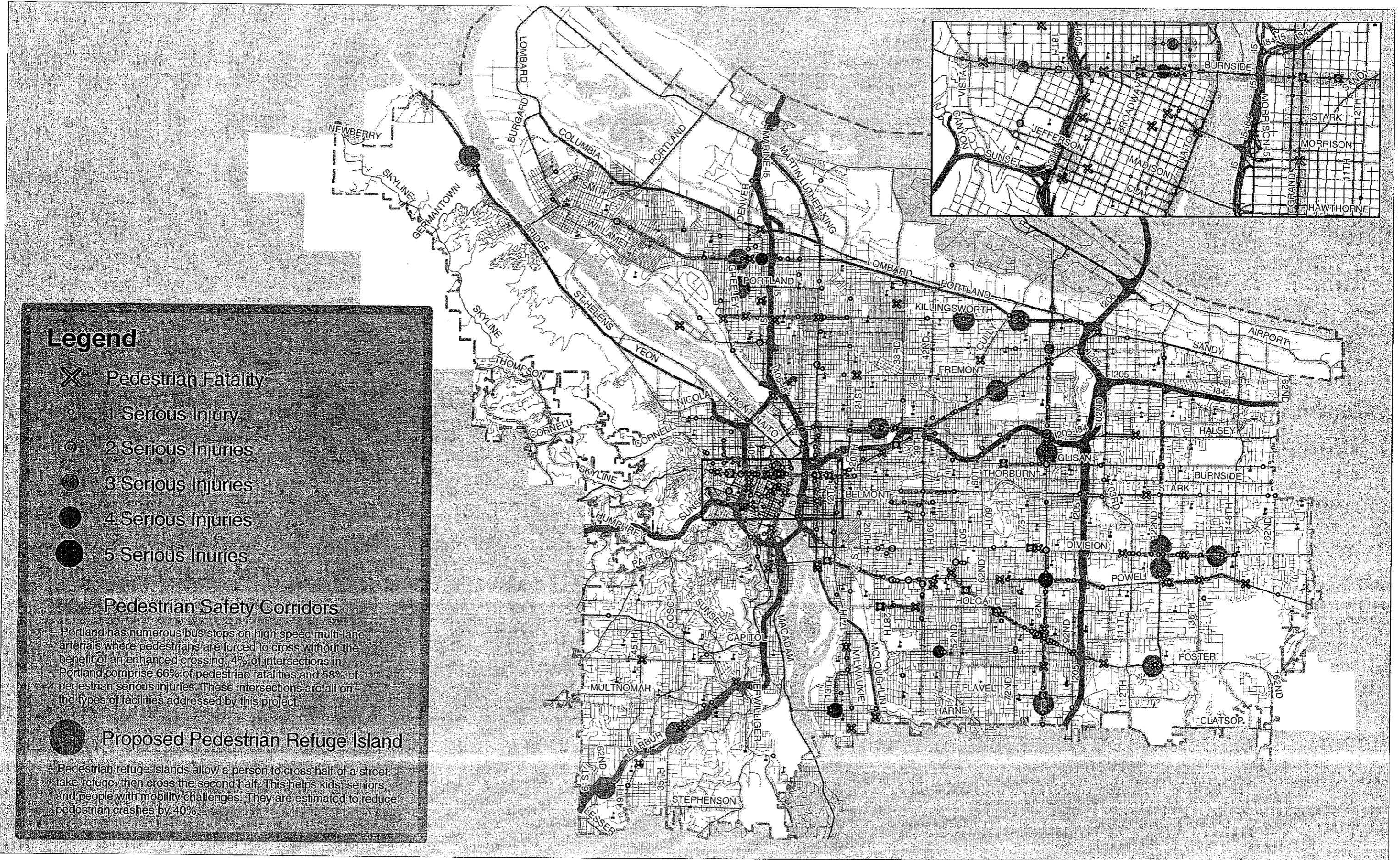
# High Traffic Cash Intersection Projects

Red light running is the fastest growing cause of serious auto crashes. SE Foster Road and SE 96th experienced 84 crashes between 2001 and 2004. Of these 84 crashes, 53 were red light running related. Engineering improvements will have a high benefit to cost ratio:

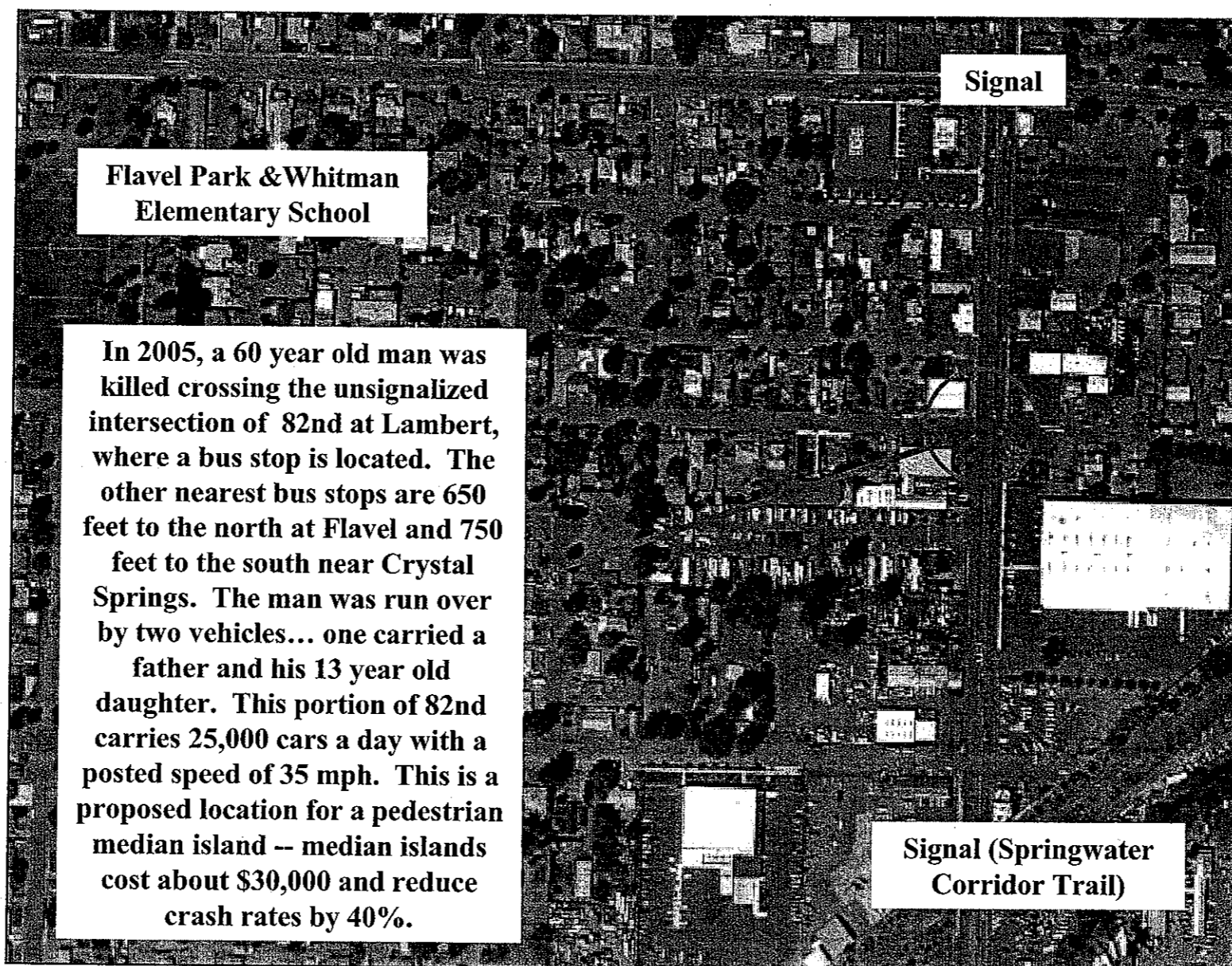
- red light cameras are estimated to cost \$30,000 per approach
- National Safety Council economic costs from crashes at this intersection for 2001-2004 are over \$800,000



# Pedestrian Fatalities & Serious Injuries: 1995-2004



# High Priority Pedestrian Safety Projects



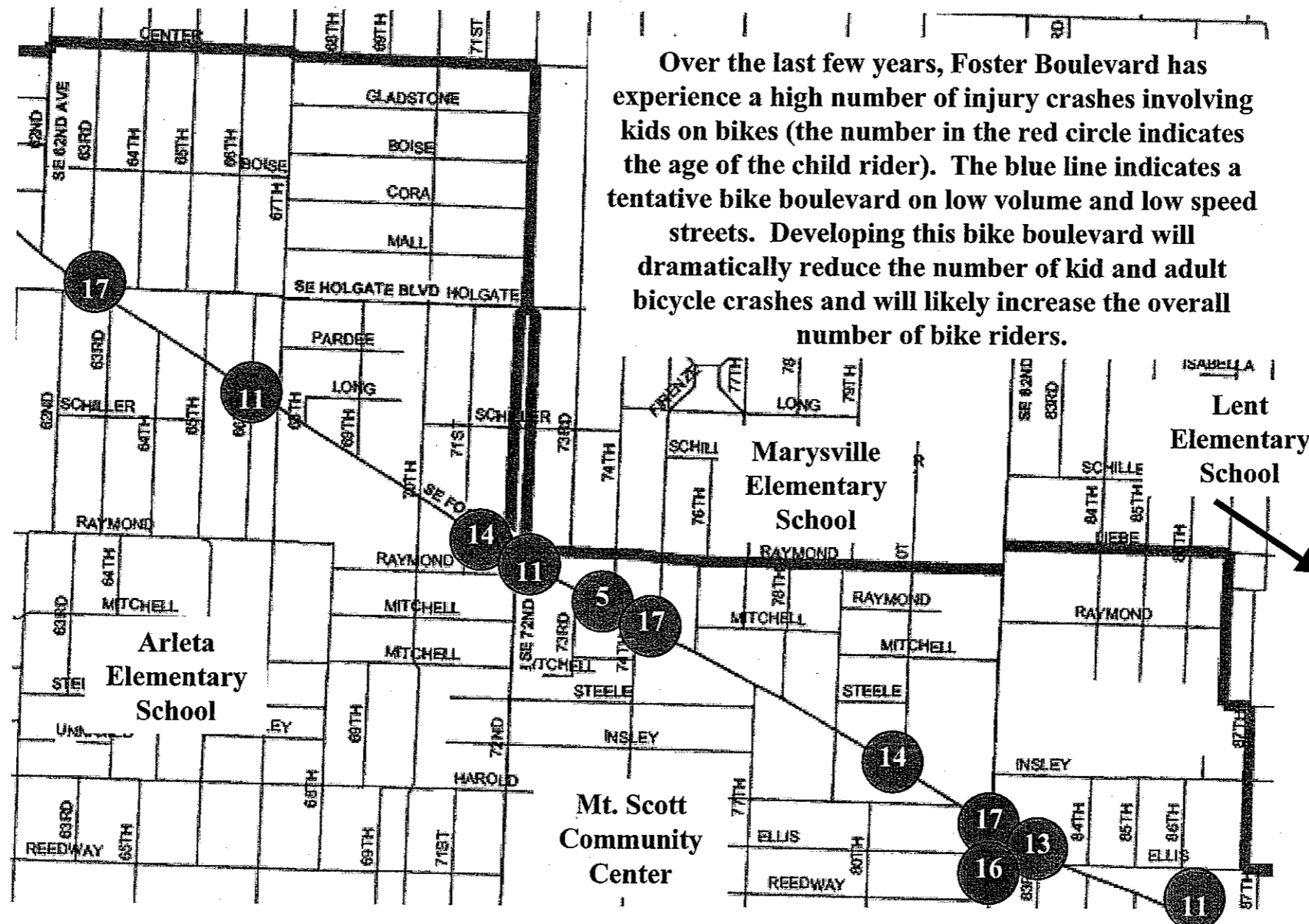
**Flavel Park & Whitman  
Elementary School**

**In 2005, a 60 year old man was killed crossing the unsignalized intersection of 82nd at Lambert, where a bus stop is located. The other nearest bus stops are 650 feet to the north at Flavel and 750 feet to the south near Crystal Springs. The man was run over by two vehicles... one carried a father and his 13 year old daughter. This portion of 82nd carries 25,000 cars a day with a posted speed of 35 mph. This is a proposed location for a pedestrian median island -- median islands cost about \$30,000 and reduce crash rates by 40%.**

**Signal**

**Signal (Springwater  
Corridor Trail)**

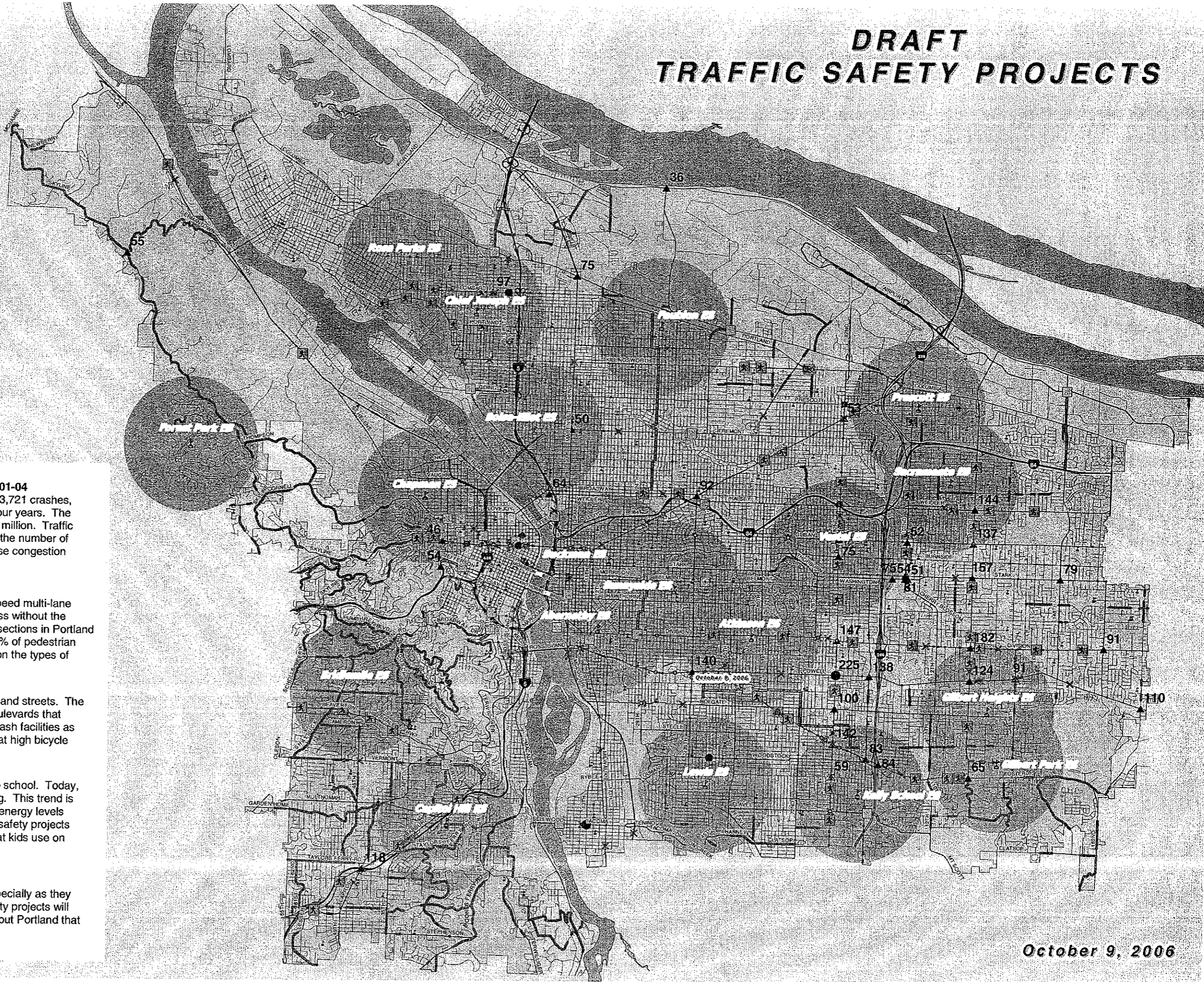
# High Priority & Safety Projects



Over the last few years, Foster Boulevard has experience a high number of injury crashes involving kids on bikes (the number in the red circle indicates the age of the child rider). The blue line indicates a tentative bike boulevard on low volume and low speed streets. Developing this bike boulevard will dramatically reduce the number of kid and adult bicycle crashes and will likely increase the overall number of bike riders.



# DRAFT TRAFFIC SAFETY PROJECTS



**▲ High Auto Crash Intersection - Crashes 2001-04**  
 -- These 40 intersections have accounted for 3,721 crashes, 10 fatalities, and 1,425 injuries in the past four years. The economic cost of these crashes is over \$46 million. Traffic safety improvements will focus on reducing the number of crashes to both increase safety and decrease congestion caused by crashes.

**■ High Priority Pedestrian Safety Project**  
 -- Portland has numerous bus stops on high speed multi-lane arterials where pedestrians are forced to cross without the benefit of an enhanced crossing. 4% of intersections in Portland comprise 66% of pedestrian fatalities and 58% of pedestrian serious injuries. These intersections are all on the types of facilities addressed by this project.

**▭ High Priority Bike Safety Project**  
 -- 80% of bicycle crashes occur on 30% of Portland streets. The bicycle safety projects will develop bicycle boulevards that provide an alternative route to these higher crash facilities as well as provide specific safety improvements at high bicycle crash intersections.

**■ Safe Routes to School**  
 -- In the 1970s, 67% of kids walked and biked to school. Today, it is as low as 10% of kids walking and bicycling. This trend is leading to increases in child obesity and lower energy levels during the school day. Safe Routes to School safety projects will focus on increasing the safety of streets that kids use on their walks and bike rides to school.

**▬ Arterials with No Sidewalks**  
 -- Sidewalks enhance safety for pedestrians, especially as they walk on arterial roadways. The sidewalks safety projects will build new sidewalks on arterial streets throughout Portland that currently lack this basic facility.



**METRO**

**2007 Transportation Priorities  
And 2008-11 MTIP:  
*Investing in the 2040 Growth Concept***

# **Calendar of Activities**

**December 1** End of Public comment period

## **2007**

**January 18** JPACT action on policy direction to staff on narrowing to the Final Cut List.

**January 26** TPAC discussion on Final Cut List.

**February 2** TPAC action on Final Cut List (Special meeting).

**February 13** Public hearing on draft Final Cut List at Metro Council.

**March 1** JPACT action on Final Cut List pending air quality analysis.

**March 15** Metro Council action on Final Cut List pending air quality analysis.

**March 30** Transit element of MTIP review at TPAC.

**April 12** Transit element of MTIP action at JPACT.

**April - June** Programming of funds. Air quality conformity analysis.

**July** Public review of draft MTIP with air quality conformity analysis.

**August** Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.

**September** Receive approval of air quality conformity and STIP from USDOT.

**October** Obligation of FFY 2008 programming begins.



DATE: January 25, 2007  
TO: TPAC and Interested Parties  
FROM: Ted Leybold, MTIP Manager  
SUBJECT: Transportation Priorities 2008-11 – Draft Metro Staff Recommended Final Cut List

\* \* \* \* \*

## **Introduction**

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

## **Policy Guidance for the 2008-11 Transportation Priorities Program**

### ***Program Objectives***

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

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

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues;
- Complete gaps in modal systems;

- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs; and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

***Factors Used to Develop Narrowing Recommendations***

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

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
  - Economic development in priority land use areas;
  - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
  - Addressing system gaps;
  - Emphasis on modes without other dedicated sources of revenue; and
  - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:
  - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
  - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:
    - Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
    - Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
    - The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
  - Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.
- When considering nomination of applications to fund project development or match costs, address the following:
  - Strong potential to leverage discretionary (competitive) revenues.

- Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
- Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

### **Explanation of Metro Staff Recommendation**

Following are summaries of the projects and programs proposed for consideration of the final cut list by project staff within each mode category.

#### ***Bike/Trail***

##### Recommended for final cut

- The top technically ranked project, the NE/SE 50s Bikeway: NE Thompson to SE Woodstock, is recommended for inclusion on the final cut list. This project adds a number of TCM miles of bike improvements.
- Trolley Trail: Arista to Glen Echo is recommended for inclusion on the final cut list because it completes the last remaining gap of the trail, it is technically ranked in the second tier of projects, and it received a good deal of public support.
- Rock Creek Path: Orchard Park to NW Wilkins is also recommended for inclusion on the final cut list because it builds on previous regional commitments to complete the trail and received comments in support of the project.
- The projects included, along with those in the Boulevard category, would meet progress needed on air quality Transportation Control Measures for miles of bicycle improvements. Bike/trail projects also help achieve a multimodal system and are an emphasis area for funding.
- As a project development activity the Sullivan's Gulch Trail: Eastbank Esplanade to 122<sup>nd</sup> is recommended for inclusion on the final cut list. The project received a lot of public support during the comment period. It is also a project that could make a good candidate for subsequent construction funding in future cycles.
- As a project development activity the Westside Corridor Trail: Tualatin to Willamette Rivers is recommended for inclusion on the final cut list. The project received strong public support during the public comment period and presents a unique opportunity to develop a piece of the regional transportation system that supports a number of Metro policies by connecting people to employment, transit, and green spaces.

### Not recommended for final cut

- NE/SE 70s bikeway: NE Killingsworth to SE Clatsop is not recommended for inclusion on the final cut list due to a desire to fund projects throughout the region and its relatively large cost.
- Milwaukie to Lake Oswego Trail is not recommended for inclusion on the final cut list because future planning efforts will address the feasibility of using the existing bridge for a trail or transit etc, making funding the project in this cycle premature.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the bicycle modal category implements the policy guidance by:

*Economic development in priority land use areas:* The recommended projects are more systematic in nature providing connectivity on the regional bike system. The development of a regional bike system and bike access to 2040 priority land use areas contribute to the economic vitality of the region by increasing bike trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of bicycle facilities also contributes to the overall attractiveness of the region to both companies and a quality work force to locate in the region (the second paycheck and Place element of the Four P's of Prosperity identified in the CEDS final report).

*Emphasize modes that do not have other sources of revenue:* Bicycle projects outside of vehicle capacity or reconstruction projects have dedicated funding limited to a small statewide program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

*Complete gaps in modal systems:* The bicycle projects recommended for further consideration all complete gaps in the regional bicycle network.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* The bicycle and trail projects recommended for further consideration would provide 7.3 miles of a required 5 miles of new bicycle facilities for the two-year funding period.

## ***Boulevard***

### Recommended for final cut

- The top technically ranked project, East Baseline Street, Cornelius: 10<sup>th</sup> to 19<sup>th</sup> is recommended for inclusion on the final cut list. The project helps complete sidewalk gaps in Cornelius on a route frequently used by pedestrians and is in an area with a large environmental justice population.
- East Burnside: 3<sup>rd</sup> to 14<sup>th</sup>, as the second technically ranked project, is also recommended for inclusion on the final cut list. It is recommended at an amount reduced from the request for purposes of being able to fund projects throughout the region.
- Southeast Burnside: 181<sup>st</sup> to Stark is also recommended for project development funding to solidify a project design for eventual construction. This project also serves significant low-income and Hispanic environmental justice populations and to contribute to funding projects throughout the region.

### Not recommended for final cut

- McLoughlin Boulevard: Clackamas River to Dunes Drive addresses several policy objectives, it was in the second tier of boulevard project scores and is not proposed to allow funding of projects in other modal categories.
- NE 102<sup>nd</sup> Avenue: NE Glisan to NE Stark also addresses several policy objectives but is not recommended in order to fund projects throughout the region and in other modal categories.
- Killingsworth Phase II: N Commercial to NE MLK Jr. is not recommended for the final cut list because it is ranked near the bottom of the technical analysis and due to a desire to fund projects throughout the region.
- Boones Ferry Road: Red Cedar Way to S. of Reese Road is not recommended for the final cut list as it is ranked near the bottom of the technical analysis and due to the reception of many public comments seeking further public process regarding the proposed project design.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the bicycle modal category implements the policy guidance by:

*Economic development in priority land use areas:* The recommended projects are a direct investment in priority 2040 mixed land use areas and support further economic development in those areas by providing the facilities and amenities necessary to support

higher densities of development, a mix of land use types and higher percentage of trips by alternative modes and by enhancing land values in the vicinity of the project.

*Emphasize modes that do not have other sources of revenue:* While elements of Boulevard projects are eligible for different sources of transportation funding, they have no source of dedicated funding to strategically implement these types of improvements in priority 2040 land use areas.

*Complete gaps in modal systems:* The recommended projects add new or enhance existing pedestrian and some bike facilities to the regional network.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* The Boulevard projects recommended for further consideration would provide .54 miles of a required 5 miles of new bicycle facilities and .18 mile of a required 1.5 miles of pedestrian facilities for the two-year funding period.

### ***Diesel Retrofits***

#### Recommended for final cut

- Both diesel retrofit projects are recommended for inclusion on the final cut list. SAFETEA places new emphasis on prioritizing diesel engine retrofit projects for CMAQ funds.
- The Transit bus emission reduction project would directly modify buses currently in use, leading to direct air quality benefits. Bus engine modifications are an eligible CMAQ activity.
- The Sierra Cascade SmartWay Technology project provides outreach and information directly to the trucking industry about diesel engine retrofit technologies. CMAQ guidance recognizes SmartWay technologies as a successful means of reducing emissions and are an eligible diesel retrofit program. The project would help fill in the missing link on the west coast for promoting these technologies and also received public comments in support of the project.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the large bridge modal category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by providing air shed capacity for industrial development and contributing to healthy air shed and work force.



*Emphasize modes that do not have other sources of revenue:* There are no dedicated funding sources for diesel retrofit conversion projects.

*Complete gaps in modal systems:* This category does not apply to completing gaps in modal systems.

*Develop a multi-modal transportation system:* This is not a designated modal emphasis category for the Transportation Priorities program but is a federal priority for the use of CMAQ funds.

*Meet the average annual requirements of the State air quality implementation plan:* Diesel retrofit projects do not address this policy goal.

### ***Green Streets***

#### **Recommended for final cut**

- Allocation of funding for green streets projects represents a major component of Metro's program to address declining urban salmon habitat and specifically the Endangered Species Act 4(d) rule. These projects represent a proactive approach for improving stream habitat for migrating salmon populations and reduce liability of tort action against federally funded transportation activities.
- Both green street retrofit demonstration projects, Cully Boulevard and Main Street Tigard, are recommended for inclusion on the final cut list as they had similar technical scores.
- Cully Boulevard: 60th to Prescott is the top technically ranked green street retrofit project. The Cully Boulevard project will provide improvements in a 2040 mixed-use main street located in a low-income and minority community and will provide technical data on water quantity/quality improvements associated with green street techniques.
- Main Street: rail corridor to 99W Tigard provides an opportunity for construction of a green street demonstration project in Washington County. The project helps support 2040 by providing improvements in a high profile location along the main commercial street in a town center and also connects with commuter rail station improvements being planned. The project will improve will improve water quality and quantity discharge into Fanno Creek. Green street retrofit projects contribute to improved stream health, which also has benefits for urban salmon habitat.
- The only culvert retrofit project, final design and engineering for the Kellogg Creek dam removal under McLoughlin Boulevard (Highway 99E) is recommended for inclusion on the final cut list. Reconstruction of the bridge and dam structure would extend the Boulevard treatment of McLoughlin Boulevard in the Milwaukie town center and provide grade separated pedestrian and bicycle access between the business

district and Willamette riverfront park. The Kellogg Creek dam is the highest priority culvert retrofit on the regional inventory (of approximately 150 culverts) due to amount (approximately 6 miles) and quality of upstream habitat potentially accessible to endangered/threatened fish species. Culvert projects, like this one, directly contribute to the restoration of urban salmon habitat. This project also builds on past and current efforts by other agencies to improve the stream habitat.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the green streets modal category implements the policy guidance by:

*Economic development in priority land use areas:* The Cully Boulevard demonstration project supports the economic development of a mixed-use main street. As a demonstration project for innovative stormwater management techniques in the public right-of-way, the project has the potential to promote a less costly, environmentally sensible means of managing stormwater runoff region wide.

*Emphasize modes that do not have other sources of revenue:* There are no sources of dedicated revenue to support the demonstration of innovative stormwater management techniques in the public right-of-way. There are state grants available through the Oregon Water Enhancement Board to restore stream habitat, including retrofit or replacements of culverts. However, these grants require local match funds and are competitive relative to the needs and range of project eligibility.

*Complete gaps in modal systems:* As a demonstration project category, Green Streets projects do not directly address this policy.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* As a demonstration project category, Green Streets projects do not directly address this policy.

### ***Freight***

#### Recommended for final cut

- The top technically ranked freight project, 82<sup>nd</sup> Ave/Columbia intersection improvements, is recommended for inclusion on the final cut list. The project would extend the benefit of an existing project through the intersection of 82<sup>nd</sup> Avenue to improve freight movement in the area, which helps support economic activity in the region.

- As a project development activity, the Portland Road/Columbia Boulevard project is also recommended for the final cut list. The project would improve freight movement and reduce truck impacts on the St. Johns neighborhood and town center.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the freight modal category implements the policy guidance by:

*Economic development in priority land use areas:* The 82<sup>nd</sup> Avenue/Columbia Boulevard project will signalize the 82nd Avenue/Columbia Boulevard southbound ramp Inter-section and add a lane on the ramp to create separate southbound right-hand left-turn lanes. Columbia Boulevard will be widened from its current three lane configuration to four vehicular lanes. These improvements will improve freight movement on Columbia Boulevard, a major freight route that serves the Portland International Airport including air cargo facilities. The Portland Road/Columbia Boulevard intersection design work will facilitate freight truck movements onto designated freight routes, preventing neighborhood cut through traffic, supporting efficient freight movement to the Northwest and Rivergate industrial districts and development of the St. Johns town center as a mixed-use area.

*Emphasize modes that do not have other sources of revenue:* The freight projects in this funding cycle are road improvement projects that would normally compete within their agencies for state trust fund revenues (state or local pass through) and other road related funding sources. The OTIA and Connect Oregon state funding programs also had freight improvement elements.

*Complete gaps in modal systems:* The 82<sup>nd</sup> Avenue/Columbia Boulevard project does not complete a gap, but does bring facilities up to modal system standards by improving freight movement on existing facilities.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* As capacity, reconstruction or operational projects, this project category does not address this policy goal.

### ***Large Bridge***

#### Not recommended for final cut

- The Morrison Bridge deck rehabilitation project is not recommended for inclusion on the final cut list. This category is not a policy emphasis area for the Transportation Priorities program, and while project has benefits that could result in cost efficiencies associated with coordinating the project with the Morrison Bridge bike/pedestrian

project previously funded through the Transportation Priorities program, it has other dedicated revenue sources to draw on.

### Response to Policy Guidance

*Economic development in priority land use areas:* For reasons stated above, the Morrison Bridge deck rehabilitation project is not recommended, however the project does have attributes that would support economic development. The bridge is a freight connector route that serves as an important east/west link within the central city and for the Central Eastside Industrial District. The re-decking of Morrison Bridge would extend the life of the bridge and allow it to continue to serve freight traffic without restrictions to legal loads.

*Emphasize modes that do not have other sources of revenue:* Bridge projects receive dedicated sources of revenue from federal and state funding sources. Award of these funds is done on a competitive process and allocation of regional flexible funds would be intended to develop enough project detail to effectively compete for those sources of revenue.

*Complete gaps in modal systems:* funding the Morrison Bridge project would have assured a coordinated construction schedule between the bridge rehabilitation project and the previously funding pedestrian/bicycle facility on the bridge.

*Develop a multi-modal transportation system:* This is not a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* As a reconstruction project, this project does not address this policy goal.

### ***Planning***

#### Recommended for final cut

- The MPO Program is recommended for inclusion on the final cut list. This program is an existing and ongoing activity and replaced the difficult to administer local dues structure, which previously supported MPO activities.
- The RTP corridor project is recommended for inclusion on the final cut list. This project would address corridor refinement needs identified in the RTP and is a key element in approval of the RTP by LCDC. A reduced amount is recommended pending further coordination with ODOT through the UPWP process on a strategy for completing corridor plans.
- The Livable Streets policy and guidebook update is recommended for the final cut list because it is an existing and ongoing program and supports Metro policies through the identification of best practices for designing streets that support 2040 goals.

- Pedestrian Network Analysis is recommended for a reduced amount, which reduces the scope and staff support of the project. The project provides needed research on which pedestrian improvements have the greatest potential for attracting new transit trips, enhancing safety, address needs of elderly, disabled and economically disadvantaged, and leveraging other public and private pedestrian infrastructure investments.

Not recommended for final cut

- The Hillsboro RC planning study is not recommended for the final cut as it is a good candidate for other planning funds such as a TGM grant.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:*

The recommended planning studies support economic development by ensuring the 2040 priority land use areas are adequately served by transportation services and that requirements are met to allow state and federal funding to be allocated to projects serving those areas.

*Emphasize modes that do not have other sources of revenue:* General planning transportation activities but not specific corridor planning activities are supported through limited federal planning revenues, though not enough to cover planning services provided to the region.

*Complete gaps in modal systems:* Planning activities identify and direct funding to projects that complete gaps in modal systems.

*Develop a multi-modal transportation system:* Planning activities identify and direct funding to projects that develop multi-modal systems. This is an emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* While used to develop, coordinate and report on the implementation of the annual requirements, planning does not construct new facilities to meet State air quality plan requirements.

***Pedestrian***

Recommended for final cut

- The top technically ranked project, Hood Street: SE Division to SE Powell is recommended for inclusion on the final cut list. The project strongly supports the 2040 growth concept by improving access to the central business district of the Gresham

Regional Center and the light rail station and can help support redevelopment activities in the downtown.

- The second highest technically ranked project, Foster-Woodstock: SE 87<sup>th</sup> to 101st, is recommended for inclusion on the final cut list because it addresses pedestrian safety and would help support redevelopment activities in the Lents town center. It would also connect with I-205 LRT station improvements being planned thus improving access to transit in the area.
- The projects included, along with those in the Boulevard category, would meet progress needed on air quality Transportation Control Measures for miles of pedestrian improvements.
- As a project development activity, the Fanno Creek Trail Hall Boulevard crossing is also recommended for the final cut list. The project will address a major safety issue and a gap in the existing trail system.

#### Not recommended for final cut

- SE 17<sup>th</sup> addresses several policy objectives, but is not recommended for the final cut list because it scored in the second tier of the technical rankings as well as a desire to fund projects in other categories.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the pedestrian modal category implements the policy guidance by:

*Economic development in priority land use areas:* the pedestrian projects recommended contribute to the economic vitality of several mixed-use areas and an industrial area by providing access by users who would not require more land intensive and costly auto parking spaces.

*Emphasize modes that do not have other sources of revenue:* Pedestrian projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

*Complete gaps in modal systems:* The pedestrian projects recommended for further consideration all complete gaps, either with new facilities or upgrading substandard facilities, in the existing pedestrian network.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* The pedestrian projects recommended for the final cut list would provide 1.31 miles of a required 1.5 miles of new pedestrian facilities within mixed-use areas for the two-year funding period.

### ***Road Capacity***

#### Recommended for final cut

- As the project with the highest technical score in the road capacity category, the Harmony Road: 82<sup>nd</sup> to Highway 224 is recommended for inclusion on the final cut list on the condition that the project addresses public comments on environmental impacts and includes green street design emphasis.
- As a project development activity, the Highway 217 environmental assessment application is recommended for inclusion on the final cut list. The recommended funding is for half of the requested amount and is proposed to be conditioned on the financial participation by ODOT from project development sources through the UPWP process.
- The ITS Programmatic allocation is recommended for inclusion on the final cut list. The project reflects the increasing federal emphasis on operations and management strategies for reducing congestion and improving travel time reliability.

#### Not recommended for final cut

- The Farmington Road project and the 190<sup>th</sup> Avenue project are not recommended for further consideration due to their relatively high costs in a modal category that is not a policy emphasis area for the Transportation Priorities program.
- The 10<sup>th</sup> Avenue project is not included for additional funding as the primary reason given for needing additional funds does not rise to the high standard set by JPACT policy.
- Happy Valley town center arterial street planning is not recommended for the final cut list as Metro staff recommends the City complete a town center planning and land use design effort prior to completing final street design and engineering work through the town center area.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* These projects support economic development by increasing access to the areas served (Clackamas and Beaverton regional centers). Additionally, the ITS program allocation will provide a cost effective means to increase access, reliability and safety to the areas served.

*Emphasize modes that do not have other sources of revenue:* Road capacity projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over capacity projects.

*Complete gaps in modal systems:* These projects expand existing motor vehicle connections rather than complete a gap in the motor vehicle system.

*Develop a multi-modal transportation system:* This is not a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* These projects do not address this policy goal.

### ***Road Reconstruction***

#### Recommended for final cut

- The 223<sup>rd</sup> railroad under-crossing project is recommended for inclusion on the final cut list. The project was previously awarded funds through a previous cycle of this process, but encountered unanticipated cost over runs associated with extraordinary inflation in steel costs and mitigation requirements from the UP railroad.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* This category supports economic development by providing safe motor vehicle access to the adjacent industrial areas and a regional park facility.

*Emphasize modes that do not have other sources of revenue:* Road reconstruction projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over reconstruction projects.



*Complete gaps in modal systems:* The recommended project does not complete gaps in the existing motor vehicle system but provides new pedestrian and bicycle facilities, completing gaps in those modal systems.

*Develop a multi-modal transportation system:* This is not a modal emphasis category for the Transportation Priorities program. However, the 223<sup>rd</sup> Avenue project would provide new pedestrian and bicycle facilities.

*Meet the average annual requirements of the State air quality implementation plan:* These projects do not address this policy goal.

### ***Regional Travel Options***

#### Recommended for final cut

- The Regional Travel Options program is recommended for the final cut list at the level of funding needed to implement the program's strategic plan. RTO supports TDM activities throughout the region.
- An additional individualized marketing program is recommended for inclusion on the final cut list at an amount less than originally applied for. Individualized marketing has been shown to increase non-single occupancy vehicle use in the areas it has been applied.

#### Not recommended for final cut

- Additional TMA support is not recommended at this time. Future funding will be considered for further expansion when the TMA program demonstrates additional progress implementing recommendations from the RTO annual evaluation report.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by supporting the vitality of mixed-use and industrial areas by providing access by users who do not require the provision of land intensive and more costly auto parking spaces.

*Emphasize modes that do not have other sources of revenue:* These programs are not supported by other sources of dedicated transportation revenues although they do leverage funding from private Transportation Management Associations and other grants.

*Complete gaps in modal systems:* The RTO program does not construct projects and therefore does not address this policy goal.

*Develop a multi-modal transportation system:* This is a policy emphasis category for the Transportation Priorities program. RTO projects contribute to the development of a multi-modal system by educating and providing incentives to reduce trips or use existing pedestrian, bicycle and public transit facilities.

*Meet the average annual requirements of the State air quality implementation plan:* While the RTO programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

### ***Transit Oriented Development (TOD)***

#### Recommended for final cut

- The Metro TOD and centers implementation programs are recommended for inclusion on the final cut list. TOD projects potentially benefit communities throughout the region and address 2040 goals and objectives.

#### Not recommended for final cut

- The Hollywood Transit Center project is not recommended for funding to allow for funding of projects throughout the region. The applicants are encouraged to work with the regional TOD program to develop a proposal for redevelopment of the site.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by supporting the vitality of mixed-use by covering incremental costs not born by the current market to allow development of more dense mixed-use development where called for by regional and local plans. TOD projects contribute to the development of a multi-modal system by increasing the density of development in areas well served by alternative transportation facilities and with a mix of trip types within walking distances of the project.

*Emphasize modes that do not have other sources of revenue:* While urban renewal and other programs facilitate new development, transit oriented development projects are specifically designed to increase the efficiency of the regions investment in the transit system and is not supported by other sources funding.

*Complete gaps in modal systems:* The TOD program and projects do not address this policy goal.

*Develop a multi-modal transportation system:* This is a modal policy emphasis category for the Transportation Priorities program. TOD projects contribute to the development of a multi-modal system by increasing the density and design of

development in areas well served by existing pedestrian, bicycle and public transit facilities. This increases the use of those facilities and makes them more cost-effective.

*Meet the average annual requirements of the State air quality implementation plan:* While the TOD programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

## ***Transit***

### Recommended for final cut

- The On-street transit facilities project is recommended for the final cut list. This project continues investment in on-street capital facilities that support frequent bus service and improves efficiency of the regional transit system.
- As a project development activity, South Corridor Phase II PE is recommended for inclusion on the final cut list. The project continues regional commitment to established regional light rail priorities and has the potential to leverage a large source of discretionary federal funding.
- Metro staff recommends honoring the existing commitment to repay bond debt on the I-205/Mall light rail, Wilsonville-Beaverton commuter rail and South Waterfront streetcar transit projects.

### Not recommended for final cut

- The Portland Streetcar project is not recommended for the final cut list due to a desire to fund projects throughout the region and in other modal categories.
- The Tigard Transit Center: SW Commercial St, Tigard project is not recommended for the final cut list due to a desire to fund projects in other modal categories and elsewhere in the region and is the lowest technically ranked transit project.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by increasing the access and market share potential of mixed-use areas as well as providing access by employees to industrial areas.

*Emphasize modes that do not have other sources of revenue:* The existing rail commitments and the Portland Streetcar applications are used to leverage large federal grants to construct those projects. Currently, TriMet general fund revenues are committed to transit service as a means of not having to cut bus service hours and to start new light rail service during the on-going recession. While this was a resource allocation choice, on-

street capital improvements for the Frequent Bus program now come solely from the Transportation Priorities program.

*Complete gaps in modal systems:* The rail commitments and South Corridor Phase II PE projects extend high frequency service to new areas consistent with the filling in gaps of the high capacity transit network. On-street transit facilities will bring up to current standards or complete pedestrian gaps and waiting facilities to and at bus stops.

*Develop a multi-modal transportation system:* This is a modal policy emphasis category for the Transportation Priorities program. Transit projects contribute to the development of a multi-modal system by providing higher efficiency transit service in the corridors served by those projects.

*Meet the average annual requirements of the State air quality implementation plan:* While the rail commitment and On-street transit facilities program do not result directly in the provision of additional service hours as required by the air quality implementation plan, they do contribute to service efficiencies that can then be reallocated to providing additional transit service.

## Base Program

### Narrowing factors:

1. **Honoring prior commitments:** \$18.6 bond payment included
2. **Policy direction:**
  - a. Economic development in priority land use areas
    - \$ in mixed-use areas: \$14.103
    - \$ in industrial areas: \$2.000
    - \$ in other/systematic: \$15.556
  - b. Modes without other sources of revenue
    - Low - RTO, TOD, Trail, Boulevards: \$13.978
    - Medium - On-street bike, pedestrian, green streets: \$7.238
    - High - Road capacity, Recon, Bridge, Freight, Transit: \$25.850
  - c. Complete gaps in modal systems
    - New facilities completing a gap:
      - Trolley Trail: Arista St to Glen Echo
    - Facilities to bring up to modal system standard:
      - Hood Street: SE Division Street to SE Powell Blvd
      - East Baseline Street, Cornelius: 10th Ave to 19th Ave
      - Main Street: Rail Corridor to 99W, Tigard
      - OR 99-E Bridge at Kellogg Lake
      - NE 50s Bikeway: NE Thompson to SE Woodstock
      - 82<sup>nd</sup> Ave/Columbia intersection improvements
      - Foster-Woodstock: SE 87<sup>th</sup> St to SE 101 St
      - On-street transit facilities: Regional Bus lines
      - ITS Programmatic Allocation: Arterials
  - e. Dollar amount in priority vs. non-priority categories
    - Priority: \$44.566
    - Non-priority: \$2.500
  - d. Miles on pedestrian and bike
    - Pedestrian: 1.49 TCM miles (1.5 miles required)
    - Bike: 7.84 TCM miles (5 miles required)

### 3. Fund projects throughout the region

#### Clackamas County and Cities/Districts of Clackamas County

1. OR 99-E Bridge at Kellogg Lake
2. Trolley Trail: Arista St to Glen Echo

#### Multnomah County and Cities of East Multnomah County

1. Hood Street: SE Division Street to SE Powell Blvd

#### Washington County Cities/Districts of Washington County

1. East Baseline Street, Cornelius: 10th Ave to 19th Ave
2. Main Street: Rail Corridor to 99W, Tigard

City of Portland

1. NE 50s Bikeway: NE Thompson to SE Woodstock
2. 82<sup>nd</sup> Ave/Columbia intersection improvements
3. Foster-Woodstock: SE 87<sup>th</sup> St to SE 101 St

Regional projects

1. MPO Program
2. Regional Travel Options
3. ITS Programmatic Allocation: Arterials
4. Metro TOD Implementation Program: Rail station communities
5. Metro Centers Implementation Program: Central City, Regional Centers, Town Centers
6. On-street transit facilities: Regional Bus lines
7. Transit bus emission reduction
8. Sierra Cascade SmartWay technology
9. Bond repayment

**4. Technical measures and qualitative factors** – described in recommendation rationale memo

*By mode in millions of dollars*

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\*Bike/trail: \$2.366

\*Pedestrian: \$2.817

\*Regional travel options: \$4.747

Road and highway: \$10.786 (total of all Road and highway)

\*-Boulevards: \$3.231

-Bridge: \$0

\*-Freight: \$2.000

\*-Green streets: \$3.055

-Road capacity: \$2.500

-Road reconstruction: \$0

\*Transit: \$21.350

\*Transit oriented development: \$5.000

\*Priority categories

# MTIP Staff Recommended Program

## Narrowing factors:

1. **Honoring prior commitments:** \$18.6 bond payment included
2. **Policy direction:**
  - a. Economic development in priority land use areas
    - \$ in mixed-use areas: \$21.543
    - \$ in industrial areas: \$2.538
    - \$ in other/systematic: \$22.314
  - b. Modes without other sources of revenue
    - Low - RTO, TOD, Trail, Boulevards: \$18.402
    - Medium - On-street bike, pedestrian, green streets: \$9.737
    - High - Road capacity, Recon, Bridge, Freight, Transit: \$31.888
  - c. Complete gaps in modal systems
    - New facilities completing a gap:
      - Trolley Trail: Arista St to Glen Echo
      - Rock Creek Path: Orchard Park to NW Wilkins
      - Fanno Creek trail: Hall Blvd crossing study
      - South Corridor Phase II (PE): Portland to Milwaukie
      - Sullivan's Gulch Trail
    - Facilities to bring up to modal system standard:
      - NE 50s Bikeway: NE Thompson to SE Woodstock
      - East Baseline Street, Cornelius: 10th Ave to 19th Ave
      - East Burnside: 3rd Ave to 14th Ave
      - SE Burnside: 181 Street to Stark Street
      - Main Street: Rail Corridor to 99W, Tigard
      - OR 99-E Bridge at Kellogg Lake
      - NE 50s Bikeway: NE Thompson to SE Woodstock
      - 82<sup>nd</sup> Ave/Columbia intersection improvements
      - Hood Street: SE Division Street to SE Powell Blvd
      - Foster-Woodstock: SE 87<sup>th</sup> St to SE 101 St
      - On-street transit facilities: Regional Bus lines
      - ITS Programmatic Allocation: Arterials
      - Cully Boulevard: NE Prescott to NE Killingsworth
      - 223<sup>rd</sup> RR undercrossing at Sandy Boulevard
  - e. Dollar amount in priority vs. non-priority categories
    - Priority: \$54.177
    - Non-priority: \$5.500
  - d. Miles on pedestrian and bike
    - Pedestrian: 2.38 TCM miles (1.5 miles required)
    - Bike: 8.98 TCM miles (5 miles required)

## 3. Fund projects throughout the region

### Clackamas County Cities of Clackamas County

1. OR 99-E Bridge at Kellogg Lake

2. Trolley Trail: Arista St to Glen Echo
3. Harmony Road: 82<sup>nd</sup> Ave to Highway 224

Multnomah County and Cities of East Multnomah County projects

1. Hood Street: SE Division Street to SE Powell Blvd
2. SE Burnside: 181 St to Stark St
3. 223<sup>rd</sup> RR under crossing at Sandy Boulevard

Washington County and Cities/Districts of Washington County

1. East Baseline Street, Cornelius: 10th Ave to 19th Ave
2. Main Street: Rail Corridor to 99W, Tigard
3. Fanno Creek trail: Hall Blvd crossing study
4. Rock Creek Path: Orchard to NW Wilkins
5. Tualatin-Sherwood Road priority for regional ITS funding
6. Westside Corridor Trail: Tualatin to Willamette Rivers
7. Highway 217: Beaverton-Hillsdale Hwy to SW Allen Blvd

City and Port of Portland

1. NE 50s Bikeway: NE Thompson to SE Woodstock
2. Sullivan's Gulch Trail: Esplanade to 122<sup>nd</sup> Ave
3. East Burnside: 3rd Ave to 14th Ave
4. 82<sup>nd</sup> Ave/Columbia intersection improvements
5. Portland Road/Columbia Blvd
6. Foster-Woodstock: SE 87<sup>th</sup> St to SE 101 St
7. Cully Boulevard: NE Prescott to NE Killingsworth

Regional projects

1. MPO Program
2. Regional Travel Options
3. ITS Programmatic Allocation: Arterials
4. Metro TOD Implementation Program: Rail station communities
5. Metro Centers Implementation Program: Central City, Regional Centers, Town Centers
6. On-street transit facilities: Regional Bus lines
7. Transit bus emission reduction
8. Sierra Cascade SmartWay technology
9. Bond repayment
10. South Corridor Phase II (PE): Portland to Milwaukie
11. Pedestrian Network Analysis
12. RTP Corridor Project
13. Livable Streets policy and guidebook update

**4. Technical measures and qualitative factors** – described in recommendation rationale memo



*By mode in millions of dollars*

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\*Bike/trail: \$3.490

\*Pedestrian: \$3.176

Planning: \$2.668

\*Regional travel options: \$4.747

Road and highway: \$19.764 (total of all Road and highway)

\*-Boulevards: \$6.531

-Bridge: \$0

\*-Freight: \$2.538

\*-Green streets: \$5.195

-Road capacity: \$4.500

-Road reconstruction: \$1.000

\*Transit: \$23.350

\*Transit oriented development: \$5.000

\*Priority category

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

**Conditions of Program Approval**

**Bike/Trail**

All projects will meet Metro signage and public notification requirements.

(Bk1126) The NE/SE 50s Bikeway funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian (3,268) and low-income (1,702) populations in the vicinity of the project.

(Bk3014) The Westside Corridor Trail funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian population (1,023) in the vicinity of the project.

(Bk0001) The Sullivan's Gulch Trail funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian (1,127) and low-income (2,151) populations in the vicinity of the project.

**Boulevard**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2<sup>nd</sup> edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3169) The East Baseline: 10<sup>th</sup> to 19<sup>th</sup> street project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic (2,064) and low-income (1,903) populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (3433) population in the vicinity of the project.

**Freight**

(Fr0002) The Portland Road/Columbia Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black (524) and low-income (1,378) populations in the vicinity of the project.

**Green Streets**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (1,024) population in the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

**Planning**

(PI0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

**Pedestrian**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

**Road Capacity**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

(RC5069) The Harmony Road project funding is conditioned on development of a project design that seeks in priority order to avoid, minimize and then mitigate the environmental impacts of the project. Mitigation strategies should include a comprehensive strategy for restoration of the stream and upland resources in the vicinity of the project and not simply the direct impacts associated with the proposed construction activities.

The ITS program funding is conditioned on the Transport Subcommittee of TPAC making a recommendation of project scope and cost to TPAC, JPACT and the Metro Council on how these funds should be allocated. Transport's recommendation should be developed considering the following direction:

1. Projects will be consistent with the National ITS Architecture and Standards and Final Rule (23 CFR Section 940), including that a systems engineering process has or will be followed during project development.
2. First consideration of funding will be allocated to a project of similar scope as the Tualatin-Sherwood Road ATMS: I-5 to Hwy 99 project application.
3. Consideration will also be given to the projects defined in the Clackamas County ITS application.
4. Additional project considerations should be developed through Regional Concept of Transportation Operations (RCTO) processes, as priority "proof-of-concept" demonstration projects, or as part of an opportunity fund for supportive infrastructure or spot improvements.
5. Project recommendations should be evaluated in the context of a regional strategy for use of programmatic ITS funding, and consider the benefits and trade-offs in mobility, reliability, 2040 priority land-use access, and safety.

### **Road Reconstruction**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

### **Transit Oriented Development (TOD)**

All projects will meet Metro signage and public notification requirements.

### **Transit**

Capital projects will meet Metro signage and public notification requirements.

(Tr1106) The Portland Streetcar project funding is on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of black (7%) low-income (2,859) and disabled (1,126) populations in the vicinity of the project.

(Tr1003) The South Corridor Phase II project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (5,472) and disabled (1,807) populations in the vicinity of the project.

**Transportation Priorities 2008-11  
Draft Staff Recommended Final Cut List**

Category	Code	Project name	Funding request	First Cut Rec.	Base program	MTIP staff Rec.
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	\$1.366	\$1.366	\$1.366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lowell	\$1.800	\$0	\$0	\$0
	Bk5026	Trolley Trail: Arista St to Glen Echo	\$1.875	\$1.875	\$1.000	\$1.000
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	\$3.698	\$1.800	\$0	\$0
	Bk3012	Rock Creek Path: Orchard Park to NW Wilkins	\$0.600	\$0.600		\$0.600
	Bk4011	Marine Drive Bike Facility Gaps: NE 6th to NE 185th	\$1.873	\$0	\$0	\$0
	Bk3014	Westside Corridor Trail: Tualatin to Willamette Rivers	\$0.300	\$0.300		\$0.300
	Bk0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	\$0.224	\$0.224		\$0.224
	Bk5053	Milwaukie to Lake Oswego Trail	\$0.583	\$0.583		\$0
	Bk5193	Willamette Falls Dr: 10th St to Willamette Dr	\$2.987	\$0	\$0	\$0
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	\$0.300	\$0	\$0	\$0
		<b>Subtotal</b>		<b>\$15.606</b>	<b>\$6.748</b>	<b>\$2.366</b>
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	\$3.231	\$3.231	\$3.231	\$3.231
	Bd1089	East Burnside: 3rd Ave to 14th Ave	\$4.700	\$4.700		\$3.000
	Bd5134	McLoughlin Blvd: Clackamas River to Dunes Drive	\$2.800	\$2.800		\$0
	Bd2015	NE 102nd Avenue: NE Glisan to NE Stark	\$1.918	\$1.918		\$0
	Bd2104	SE Burnside: 181 Street to Stark Street	\$1.500	\$0.300		\$0.300
	Bd1221	Killingsworth: N Commercial to NE MLK Jr Blvd	\$1.955	\$1.955	\$0	\$0
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	\$5.387	\$0	\$0	\$0
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	\$3.491	\$3.491	\$0	\$0
		<b>Subtotal</b>		<b>\$24.982</b>	<b>\$18.395</b>	<b>\$3.231</b>
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	\$1.800	\$1.800	\$1.000	\$1.100
	DR8028	Transit bus emission reduction: region wide: 59 buses	\$0.700	\$0	\$0	\$0
	DR0001	Sierra Cascade SmartWay Technology: region wide	\$0.200	\$0.200	\$0.200	\$0.200
		<b>Subtotal</b>		<b>\$2.700</b>	<b>\$2.000</b>	<b>\$1.200</b>
Freight	Fr4044	82nd Ave/Columbia intersection improvements	\$2.000	\$2.000	\$2.000	\$2.000
	Fr0002	Portland Road/Columbia Blvd	\$0.538	\$0.538		\$0.538
	Fr0001	N Burgard/Lombard: N Columbia Blvd to UPRR Bridge	\$3.967	\$0	\$0	\$0
		<b>Subtotal</b>		<b>\$6.506</b>	<b>\$2.538</b>	<b>\$2.000</b>
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$1.055	\$1.055	\$1.055	\$1.055
		<b>Subtotal</b>		<b>\$1.055</b>	<b>\$1.055</b>	<b>\$1.055</b>
Green Street retrofit	GS1224	Cully Boulevard: NE Prescott to NE Killingsworth	\$3.207	\$3.207		\$1.600
	GS6050	Main Street: Rail Corridor to 99W, Tigard	\$2.540	\$2.540	\$2.000	\$2.540
		<b>Subtotal</b>		<b>\$5.747</b>	<b>\$5.747</b>	<b>\$2.000</b>
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2.000	\$2.000	\$0	\$0
		<b>Subtotal</b>		<b>\$2.000</b>	<b>\$0</b>	<b>\$0</b>
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	\$0.887	\$0.887	\$0.887	\$0.887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	\$1.931	\$1.931	\$1.931	\$1.931
	Pd5052	SE 17th Ave: SE Ochoco to SE Lava Drive	\$1.655	\$1.655		\$0
	Pd6007	Fanno Creek trail: Hall Blvd crossing study	\$0.359	\$0.359		\$0.359
	Pd1120	Sandy Blvd ped improvements: NE 17 to NE Wasco St	\$0.712	\$0	\$0	\$0
	Pd6117	Pine Street: Willamette St to Sunset Blvd	\$1.100	\$0	\$0	\$0
		<b>Subtotal</b>		<b>\$6.643</b>	<b>\$4.831</b>	<b>\$2.817</b>

**Transportation Priorities 2008-11**  
**Draft Staff Recommended Final Cut List**

Category	Code	Project name	Funding request	First Cut Rec.	Base program	MTIP staff Rec.
Planning	PI0006	MPO Program: region wide	\$1.993	\$1.993	\$1.993	\$1.993
	PI0005	RTP corridor project: region wide	\$0.600	\$0.600	\$0.300	\$0.300
	PI0002	Livable Streets policy and guidebook update: region wide	\$0.200	\$0.250		\$0.250
	Pd8035	Pedestrian Network Analysis: region wide	\$0.247	\$0.125		\$0.125
	PI0003	Tanasbourne town center planning study: Hillsboro	\$0.200	\$0	\$0	\$0
	PI0001	Rx for Big Streets: Metro region 2040 corridors	\$0.250	\$0	\$0	\$0
	PI0004	Hillsboro RC planning study	\$0.350	\$0.350		\$0
	<b>Subtotal</b>			<b>\$3.840</b>	<b>\$3.318</b>	<b>\$1.993</b>
Regional Travel Options	TO8052	Regional Travel Options: region wide	\$4.447	\$4.447	\$4.447	\$4.447
	TO8053	RTO individualized marketing program: region wide	\$0.600	\$0.400	\$0.300	\$0.300
	TO8056	RTO new TMA Support: region wide	\$0.600	\$0.200		\$0
	<b>Subtotal</b>			<b>\$5.647</b>	<b>\$5.047</b>	<b>\$4.747</b>
Road Capacity	RC5069	Harmony Road: 82nd Ave to Highway 224	\$1.500	\$1.500		\$1.500
	RC3030	Farmington Road: SW Murray Blvd to SW Hocken Ave	\$4.284	\$4.284		\$0
	RC3016	Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd	\$1.561	\$0	\$0	\$0
	RC3113	SE 10th Ave: East Main Street to Baseline	\$0.600	\$0.600	\$0	\$0
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	\$3.967	\$3.967	\$0	\$0
	RC5101	Clackamas County ITS: Clackamas County	\$0.592	\$0	\$0	\$0
	RC0001	ITS Programmatic Allocation: region wide	\$3.000	\$3.500	\$3.000	\$3.250
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	\$0.500	\$0.500		\$0.250
	PI0007	Happy Valley Town Center arterial street planning	\$0.432	\$0.432		\$0
	RC7000	SE 172nd Ave: Multnomah Co line to Sunnyside Rd	\$1.500	\$0	\$0	\$0
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	\$2.002	\$0	\$0	\$0
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	\$0.643	\$0	\$0	\$0
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	\$3.455	\$0	\$0	\$0
	<b>Subtotal</b>			<b>\$24.035</b>	<b>\$14.783</b>	<b>\$3.000</b>
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	\$2.000	\$0	\$0	\$0
	RR2081	223rd RR undercrossing at Sandy Boulevard	\$1.000	\$1.000		\$1.000
	<b>Subtotal</b>			<b>\$3.000</b>	<b>\$1.000</b>	<b>\$0.000</b>
Transit	Tr1106	Portland Streetcar: NW 10th to NE Oregon	\$1.000	\$1.000		\$0
	Tr8035	On-street transit facilities: region wide	\$2.750	\$2.750	\$2.750	\$2.750
	Tr1003	South Corridor Phase II (PE): Portland to Milwaukie	\$2.000	\$2.000		\$2.000
	Tr8025	Tigard Transit Center: SW Commercial St, Tigard	\$0.160	\$0.160	\$0	\$0
	<b>Subtotal</b>			<b>\$5.910</b>	<b>\$5.910</b>	<b>\$2.750</b>
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	\$4.000	\$4.000	\$3.000	\$3.000
	TD8005b	Metro Centers Implementation Program: region wide	\$2.000	\$2.000	\$2.000	\$2.000
	TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St	\$0.202	\$0.202		\$0
	<b>Subtotal</b>			<b>\$6.202</b>	<b>\$6.202</b>	<b>\$5.000</b>
<b>Bond Payment</b>			<b>\$18.600</b>			
<b>Grand Total</b>			<b>\$132.473</b>	<b>\$79.575</b>	<b>\$32.159</b>	<b>\$45.395</b>
<b>100% target</b>			<b>\$45.400</b>			

Level of scaling up for discussion

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$64	)	RESOLUTION NO. 07-3773
MILLION OF TRANSPORTATION PRIORITIES	)	
FUNDING FOR THE YEARS 2010 AND 2011,	)	Introduced by <a href="#">Councilor Rex Burkholder</a>
PENDING AIR QUALITY CONFORMITY	)	
DETERMINATION.	)	
	)	
	)	
	)	

WHEREAS, approximately \$64 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Transportation Priorities process, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No. 06-3665, For the Purpose of Adopting the Policy Direction, Program Objectives, Procedures and Criteria for the Priorities 2008-11 Metropolitan Transportation Improvement Program (MTIP) and Allocation of Regional Flexible Funds, adopted March 23rd, 2006, and

WHEREAS, Metro received approximately \$132 million in project and program applications, and

WHEREAS, those applications have been evaluated by technical criteria within one of thirteen modal categories, by a summary of qualitative factors and by a summary of public comments, and

WHEREAS, an extensive public process has provided an opportunity for comments on the merit and potential impacts of the project and program applications between October 13th and December 1<sup>st</sup>, 2006 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding, and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs to allocate funding in response to the policy direction provided, considering the technical evaluation, qualitative factors, and public comments provided as shown in the staff report Attachment 1, and

WHEREAS, a public hearing was conducted by JPACT and the Metro Council February 13<sup>th</sup>, 2007 to solicit comments on the TPAC recommendation, and

WHEREAS, JPACT took action on the TPAC recommendation March 15<sup>th</sup>, 2007, and

WHEREAS, receipt of these funds are conditioned on completion of requirements listed in staff report Attachment 4, and

WHEREAS, the recommended list of projects and programs, along with all of the projects and programs expected to receive federal funding in the 2008 through 2011 fiscal years was analyzed for conformity with the State Implementation Plan for air quality and adopted within the Metropolitan Transportation Implementation Plan (MTIP); now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2008-11 process as shown in staff report Attachment 1.

ADOPTED by the Metro Council this 15<sup>th</sup> day of March 2007

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney



## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3773, FOR THE PURPOSE OF ALLOCATING \$64 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE FEDERAL FISCAL YEARS 2010 AND 2011 PENDING AIR QUALITY CONFORMITY DETERMINATION.

Date: March 15, 2007

Prepared by: Ted Leybold

### BACKGROUND

The Transportation Priorities 2008-11; Investing in the 2040 Growth Concept program allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecast to receive \$64 million from these sources in the federal fiscal years of 2010 and 2011. Previous allocations have identified projects and programs to receive funds during the fiscal years of 2008 and 2009.

Prior to the application process, an outreach process identified a general policy direction for the allocation of these funds. The primary objective of the program as adopted by the Metro Council is to leverage economic development through investments that support Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include emphasizing modes that do not have other sources of dedicated revenue, completing gaps in modal systems and developing a multi-modal transportation system.

Metro expects to distribute approximately \$64 million in regional flexible funds during the Transportation Priorities process. Table 1 demonstrates the new funds forecast to be available for projects and programs.

Table 1: New Regional Flexible Funds Available for Programming

	2008	2009	2010	2011
STP				
CMAQ				
Total				

More than 60 project and program applications were received requesting more than \$132 million. A technical ranking of projects was completed for the project applications within twelve modal categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between October 13th and December 1st 2006.

Further policy direction was provided by the Metro Council and JPACT to direct staff on how to narrow the First Cut List to a draft staff recommended Final Cut List. The direction included honoring past commitments for these funds and continuing funding of Metro planning. The direction also included funding projects in all 2040 mixed-use and industrial land areas and emphasizing non-road or bridge projects in mixed-use areas to maximize development and multi-modal objectives. Finally, all projects and programs were to be screened based on their relationship to the implementation of mixed-use and/or industrial area plans and development using the 2040 technical score and qualitative issues identified in project applications or through public comments.

Attached are the following updated Transportation Priorities 2008-2011 documents:

Attachment 1 summarizes the list of candidate applications recommended by JPACT for funding from forecasted revenues.

Attachment 2 is a summary of program policy goals and objectives and policy direction from Metro Council and JPACT to technical staff on how to narrow the First Cut List to a Final Cut List balanced against expected revenues.

Attachment 3 is an explanation of the JPACT Recommendations as it relates to the program policy goals and objectives.

Attachment 4 is a draft recommendation outlining the conditions to be met to allow obligation of Transportation Priorities funds for each project or program recommended for funding.

### **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act or SAFETEA). The allocation process is intended to implement the Transportation Priorities 2008-11 program policies as defined by Metro Resolution No. 06-3665.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. Current options under consideration would include \$291,100 over the fiscal years 2010 and 2011. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$543,300 of required local match for other regional planning activities over the course of the 2008 – 2011 time period.

### **RECOMMENDED ACTION**

Approve the resolution as recommended.