

A G E N D A

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METRO

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

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: February 2, 2007

TIME: 2:30 P.M.

PLACE: Metro Regional Center, 370A/B

- | | | | |
|---------|-------|---|--------------|
| 2:30 PM | 1. | Call to Order and Declaration of a Quorum | Andy Cotugno |
| 2:30 PM | 2. | Citizen Communications on non-agenda items | |
| | 3. | <u>ACTION ITEMS</u> | |
| 2:35 PM | 3.1 * | Transportation Priorities Final Cut List – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 4:30 PM | 4. | ADJOURN | Andy Cotugno |

* Material available electronically.

Please call 503-797-1916 for a paper copy

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.



METRO

**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 122nd 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: 10th to 19th 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: 3rd to 14th, 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: 181st 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 102nd 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, 82nd 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 82nd 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 82nd 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 82nd 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 87th 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 17th 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: 82nd 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 190th 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 10th 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 223rd 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 223rd 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
 - 82nd Ave/Columbia intersection improvements
 - Foster-Woodstock: SE 87th 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. 82nd Ave/Columbia intersection improvements
3. Foster-Woodstock: SE 87th 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

*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
 - 82nd Ave/Columbia intersection improvements
 - Hood Street: SE Division Street to SE Powell Blvd
 - Foster-Woodstock: SE 87th St to SE 101 St
 - On-street transit facilities: Regional Bus lines
 - ITS Programmatic Allocation: Arterials
 - Cully Boulevard: NE Prescott to NE Killingsworth
 - 223rd 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: 82nd 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. 223rd 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 122nd Ave
3. East Burnside: 3rd Ave to 14th Ave
4. 82nd Ave/Columbia intersection improvements
5. Portland Road/Columbia Blvd
6. Foster-Woodstock: SE 87th 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

*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; 2nd 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: 10th to 19th 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; 2nd 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; 2nd 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; 2nd 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
		Subtotal		\$15.606	\$6.748	\$2.366
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
		Subtotal		\$24.982	\$18.395	\$3.231
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
		Subtotal		\$2.700	\$2.000	\$1.200
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
		Subtotal		\$6.506	\$2.538	\$2.000
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$1.055	\$1.055	\$1.055	\$1.055
		Subtotal		\$1.055	\$1.055	\$1.055
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
		Subtotal		\$5.747	\$5.747	\$2.000
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2.000	\$2.000	\$0	\$0
		Subtotal		\$2.000	\$0	\$0
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
		Subtotal		\$6.643	\$4.831	\$2.817

**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
	Subtotal			\$3.840	\$3.318	\$1.993
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
	Subtotal			\$5.647	\$5.047	\$4.747
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
	Subtotal			\$24.035	\$14.783	\$3.000
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
	Subtotal			\$3.000	\$1.000	\$0.000
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
	Subtotal			\$5.910	\$5.910	\$2.750
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
	Subtotal			\$6.202	\$6.202	\$5.000

Bond Payment \$18.600

Grand Total \$132.473 \$79.575 \$32.159 \$45.395

100% target \$45.400

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 Councilor Rex Burkholder
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 1st, 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 13th, 2007 to solicit comments on the TPAC recommendation, and

WHEREAS, JPACT took action on the TPAC recommendation March 15th, 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 15th day of March 2007

David Bragdon, Council President

Approved as to Form:

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.