

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING)	RESOLUTION NO. 07-3773
\$64.0 MILLION OF TRANSPORTATION)	
PRIORITIES FUNDING FOR THE YEARS 2010)	Introduced by Councilor Rex Burkholder
AND 2011, 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 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 13 categories, by a summary of qualitative factors and by a summary of public comments; and

WHEREAS, an extensive public process has provided opportunities for comments on the merit and potential impacts of the project and program applications between October 13 and December 1, 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, as shown in Exhibit A, to allocate funding in response to policy direction, technical evaluation, qualitative factors, and public comments; and

WHEREAS, a public hearing was conducted by JPACT and the Metro Council February 13, 2007, to solicit comments on the TPAC recommendation; and

WHEREAS, JPACT took action on the TPAC recommendation March 1, 2007, prior to adoption of this resolution; and

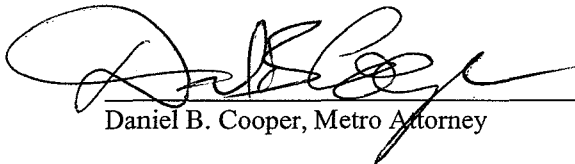
WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B; now therefore

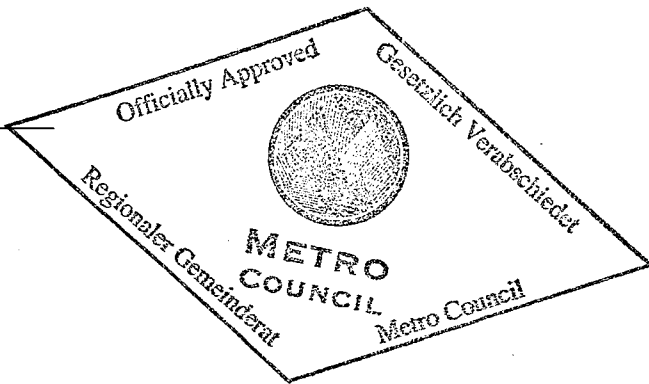
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2008-11 process as shown in Exhibit A.

ADOPTED by the Metro Council this 15th day of March 2007.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



**Transportation Priorities 2008-11
JPACT Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	JPACT Final cut recommendation
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	\$1.366	\$1.366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lane	\$1.200	\$0	\$0
	Bk1048	Willamette Greenway Trail: SW Lane to SW Lowell	\$0.600	\$0	\$0
	Bk5026	Trolley Trail: Arista St to Glen Echo	\$1.875	\$1.875	\$1.100
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	\$3.698	\$1.800	\$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
	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
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	\$0.300	\$0	\$0
	Subtotal			\$15.606	\$6.748
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	\$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
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	\$5.387	\$0	\$0
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	\$3.491	\$3.491	\$0
	Subtotal			\$24.982	\$18.395
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	\$1.800	\$1.800	\$1.000
	DR8028	Transit bus emission reduction: region wide: 59 buses	\$0.700	\$0	\$0
	DR0001	Sierra Cascade SmartWay Technology: region wide	\$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
	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
Subtotal			\$6.506	\$2.538	\$2.538
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$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	\$2.540
Subtotal			\$5.747	\$5.747	\$4.140
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2.000	\$2.000	\$0
	Subtotal			\$2.000	\$2.000
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	\$0.887	\$0.887	\$0.887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	\$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
	Pd6117	Pine Street: Willamette St to Sunset Blvd	\$1.100	\$0	\$0
Subtotal			\$6.643	\$4.831	\$3.176

**Transportation Priorities 2008-11
JPACT Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	JPACT Final cut recommendation
Planning	PI0006	MPO Program: region wide	\$1.993	\$1.993	\$1.993
	PI0005	RTP corridor project: region wide	\$0.600	\$0.600	\$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
	PI0001	Rx for Big Streets: Metro region 2040 corridors	\$0.250	\$0	\$0
	PI0004	Hillsboro RC planning study	\$0.350	\$0.350	\$0
		Subtotal	\$3.840	\$3.318	\$2.668
Regional Travel Options	TO8052	Regional Travel Options: region wide	\$4.447	\$4.447	\$4.279
	TO8053	RTO individualized marketing program: region wide	\$0.600	\$0.400	\$0
	TO8056	RTO new TMA Support: region wide	\$0.600	\$0.200	\$0
		Subtotal	\$5.647	\$5.047	\$4.279
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
	RC3113	SE 10th Ave: East Main Street to Baseline	\$0.600	\$0.600	\$0
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	\$3.967	\$3.967	\$0.600
	RC5101	Clackamas County ITS: Clackamas County	\$0.592	\$0	\$0
	RC0001	ITS Programmatic Allocation: region wide	\$3.000	\$3.500	\$3.000
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	\$0.500	\$0.500	\$0.373
	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
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	\$2.002	\$0	\$0
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	\$0.643	\$0	\$0
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	\$3.455	\$0	\$0
		Subtotal	\$24.035	\$14.783	\$5.473
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	\$2.000	\$0	\$0
	RR2081	223rd RR undercrossing at Sandy Boulevard	\$1.000	\$1.000	\$1.000
		Subtotal	\$3.000	\$1.000	\$1.000
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
	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
		Subtotal	\$5.910	\$5.910	\$4.750
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	\$4.000	\$4.000	\$3.000
	TD8005b	Metro Centers Implementation Program: region wide	\$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	\$45.400
		100% target	\$45.400		

**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* guidebook (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 (3,433) 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 Intelligent Transportation System (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.

(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.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3773, FOR THE PURPOSE OF ALLOCATING \$64.0 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 forecasted 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 Federal 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.

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 13 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 13 and December 1, 2006.

Factors used to develop the narrowing recommendation include: honoring previous funding commitments made by JPACT and the Metro Council, implementation of the program policy objectives including consideration of the technical evaluation and qualitative factors, funding projects throughout the region, and meeting State Implementation Plan requirements for air quality.

ANALYSIS/INFORMATION

1. **Known Opposition** Public comments were received in support of projects not recommended 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 federal 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

Staff recommends the adoption of Resolution 07-3773.