

**A G E N D A**

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1542 | FAX 503 797 1793



**METRO**

**Agenda**

MEETING: METRO COUNCIL/EXECUTIVE OFFICER INFORMAL MEETING  
DATE: July 10, 2001  
DAY: Tuesday  
TIME: 2:00 PM  
PLACE: Council Annex

**CALL TO ORDER AND ROLL CALL**

- I. UPCOMING LEGISLATION**
- II. BLUE LAKE FEASIBILITY STUDY AND FACILITIES CONCEPT PLAN**
- III. GRESHAM CIVIC NEIGHBORHOOD TRANSIT ORIENTED DEVELOPMENT**
- IV. COUNCIL REVIEW OF MTIP PROJECTS**
- V. EXECUTIVE OFFICER COMMUNICATION**
- VI. COUNCILOR COMMUNICATIONS**

**ADJOURN**

## METRO COUNCIL

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1546 | FAX 503 797 1793



METRO

July 10, 2001

Bruce Warner, Director  
ODOT  
Transportation Building  
Salem, OR 97310

Dear Mr. Warner,

Congratulations on a successful Legislative season!

We would like to talk with you about developing a regional priority list to forward to the Oregon Transportation Commission for their consideration as they develop a list of projects as required under HB-2142.

This new funding source is a great opportunity to further the Metro region's land use and transportation goals. There are two categories of particular interest to us:

- **Preservation of critical system components, especially bridges**, is a major regional as well as State goal, but one that has been beyond existing resources to achieve. Replacing the Sellwood is but one example of a long overdue and much needed project in this category.
- **Upgrading and transfer to local ownership of district-level highways**. Many state highways pass through town and regional centers and are function as local streets. It is a high regional priority to convert these facilities into Boulevards that will support and accelerate redevelopment envisioned in Metro's Regional Framework Plan.
- **Using these new funds for long delayed projects on ODOT facilities**, reducing the strain on local and regional resources. Projects such as widening the Sunset Highway should be funded from the State Highway Trust fund.

We will be working with our regional partners to present a unified, reasonable package of projects to the Commission that will address the access and mobility needs of the 1.3 million Oregonians who live in this region.

We would also like to discuss the opportunity afforded by this new source of funding to take advantage of the flexibility of federal transportation dollars allocated to ODOT Region 1. In addition to our motor vehicle system needs, there are many transit as well as pedestrian and bicycle projects that should be funded in order to develop a balanced, multi-modal transportation system in the region.

Reinstating the Transportation Enhancement program and supporting the South Corridor Transit program are but two of the worthy and eligible programs that ODOT could and should support with flexible federal funding categories (National Highway System and Surface Transportation Program).

We look forward to meeting with you soon to discuss these matters.

Yours truly,

Copy: JPACT members  
Oregon Transportation Commission


**COUNCILOR REX BURKHOLDER**

6 0 0 N O R T H E A S T G R A N D A V E N U E | P O R T L A N D, O R E G O N 9 7 2 3 2 2 7 3 6  
T E L 5 0 3 7 9 7 1 5 4 6 | F A X 5 0 3 7 9 7 1 7 9 3

**METRO**

Date: July 5, 2001

To: Metro Council

From: Rex Burkholder 

Re: Council Transportation Policy Discussion

The following are actions for the Council to consider at its Informal on June 10, 2001.

Background materials include the preliminary MTIP ranking and accompanying cover letter and the draft letter to Bruce Warner regarding HB2142 funding requests (previously circulated).

**1. HB2142**

- -Adopt Council list of priorities per draft letter to Warner. (district highway upgrade and transfer, bridge repair/replacement, regional highway projects (e.g., Sunset, Sunrise, )
- -set up meeting with Warner to discuss (members of OTC, too?)
- -Direct staff to work with JPACT/TPAC to develop regional priority list of projects for HB2142 funding consistent with Council adopted priorities. Adopted by Council for presentation to OTC in September.
- -Direct staff to prepare request regarding flexing of Region 1 federal funds for transit and enhancement projects.

**2. MTIP**

- -adopt Council position on projects for inclusion in 2004-2005 MTIP, including core program. Deliver to JPACT for consideration at their July 12 meeting.
- -Discuss policy questions outlined in cover letter. Give direction/make request of JPACT for advice (ODOT funding of highway projects, Tri-Met service expansion request, Corridor planning cost sharing)

TO: Chairs of the Area Commission on Transportation

FROM: Steven H. Corey, Oregon Transportation Commission Chair

DATE: July 2, 2001

SUBJECT: ACT Engagement on HB 2142 – “**2001 Oregon Transportation Investment Act**”

I want to keep you informed about major developments that affect ODOT, the Area Commissions on Transportation (ACTs), the Oregon Transportation Commission and many other transportation stakeholders as we work to implement HB 2142A.

On June 28, 2001, Governor Kitzhaber signed HB 2142, the **2001 Oregon Transportation Investment Act**. A brief summary of HB 2142 follows:

This bill will provide \$400 million for pavement preservation, bridge, modernization, and safety projects by bonding new revenue from vehicle title fee increases and other sources.

Three bills actually provide this new revenue for the 2001 Oregon Transportation Investment Act. HB 2142 raises truck and heavy trailer title fees to \$90, which would yield \$10 million. It would also raise car title fees to \$30, which would produce another \$29.5 million. HB 2139 which raised DMV fees to cover actual transaction costs would raise \$27.1 million, and HB 3068 (Utility fee bill) would raise \$4.6 million. All together, these bills will generate approximately \$71.2 million per biennium in State Highway Fund revenues to pay for the bonds, including interest payments.

HB 2142 requires the Oregon Transportation Commission to use the bond proceeds to finance preservation, bridge, modernization, and safety projects. Selected projects may include:

- Highways that need increased lane capacity
- Highways and bridges that have weight limitations
- State and local bridges
- Interchanges on multilane highways
- District level highways that require preservation

The bill requires us to move quickly. The Oregon Transportation Commission must approve projects to be funded with the new proceeds in the STIP by **February 1, 2002**. The department and Oregon Transportation Commission will consult with local governments, the ACTs, the Regional Community Solutions Field Teams (RCST), the environmental community, and transportation stakeholders to vet project selection and priority for the eventual amendment of the 2002-2005 Statewide Transportation Improvement Program (STIP). All projects selected will be the result of a public process.

Specific to the review and consultation on project priorities, it is incumbent that we learn from past exercises in that we engage early, often and aggressively in the consultation and evaluation process. The ACTs, existing or newly established regional transportation advisory groups (where no ACT exists), will review and evaluate the proposed projects.

As hosts for this critical transportation debate, it is vital that each ACT review its meeting schedules and realign their meeting dates, if necessary, in order to meet the project selection schedule mandated in HB 2142. I have attached a "DRAFT" timeline to help in your planning. The OTC is expected to finalize and approve the timeline and project selection outreach process at its July 11 meeting in Salem.

Additionally, ODOT staff and members of the Local Officials Advisory Committee (LOAC) have developed additional criteria (in draft form) other than those criteria specified in *Section 2* of the bill. The bill directs the OTC to consult with local government, metropolitan planning organizations and regional transportation advisory groups should additional criteria be established.

I respectfully request a review and comment on the "Draft" additional criteria coming from ODOT and LOAC. I ask that you return your comments by close of business Friday, July 27, 2001 to Victor Dodier, ODOT Government Relations via e-mail – *Victor. J. Dodier @odot.state.or.us* or via fax 503-986-3432. It is the expectation that the OTC will adopt the criteria at its August 9, 2001 meeting in Pendleton.

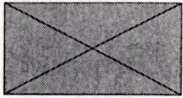
Be assured I recognize the many hurdles that must be overcome to accommodate the schedule. However, this will be a challenge for all of us. I know you will provide the leadership needed to deliver the recommendations.

Finally, ODOT Director Bruce Warner has met with representatives from 1000 Friends of Oregon as well as the directors of the other Community Solutions Team agencies. He has asked both 1000 Friends and the Regional CST to actively participate in all phases of the HB 2142 effort. Specific to the CST, he has asked that the CST directors empower the Regional CST to make decisions on behalf of CST agencies. Regional members and any central staff assistance must be coordinated with the ACTs or regional advisory group. Upon completion of the RCST review and recommendations, CST staff involvement will be complete.

This is a great opportunity for all of us to deliver on the investment known as House Bill 2142. Thank you in advance for your prompt attention to this issue

Attachments:

- A - DRAFT Project Screening & Prioritization Factors
- B - Copy of HB 2142, Chapter , Oregon Laws 2001
- C - Timeline for the process
- D - Copy of HB 3075 A-Engrossed (passed by Oregon House)



**2001 Oregon Transportation Investment Act  
Project Screening & Prioritization Factors  
Applied by Oregon Transportation Commission**

**Increased Lane Capacity  
Interchanges on Multilane Highways**

**District Highway Preservation  
Load Limited Highways**

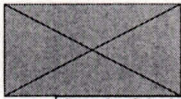
**State & Local Bridges  
Load Limited Bridges**

**Applied by ACTs, JPACT & Others**

**Applied by ACTs, JPACT & Others**

**Applied by Bridge Project Selection Committees**

HB 3075 Match Provisions May Apply. See page 5.



**Screening Criteria** – Determine which projects are eligible for funding.

- Consistent with applicable acknowledged comprehensive and transportation system plans.
- Consistency with the Policy 1G.1 (Major Improvements) of the Oregon Highway Plan

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- Lane capacity projects chosen from a constrained list.
- Projects on multilane highways where safety can be enhanced by construction of interchange to replace an at-grade crossing.

Other factors:

- The use of state resources to support livable communities.
- Safety – Projects which focus improvement to hazardous locations and corridors.
- Leverage of local or private funds or toll revenues.
- Project readiness.
- Consideration of farm-to-market roads.

**Screening Criteria** – Determine which projects are eligible for funding.

- Consistent with applicable acknowledged comprehensive and transportation system plans.

Note: OTC finds that preservation projects are consistent with the Oregon Highway Plan.

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- Priority for district highway preservation projects that may facilitate a transfer of jurisdiction.

Other factors:

- Project identified by the pavement management system.
- The use of state resources to support livable communities.
- Safety – Projects which focus improvement to hazardous locations and corridors
- Leverage of local or private funds or toll revenues.
- Project readiness.
- Consideration of farm-to-market roads.

**Screening Criteria** – Determine which projects are eligible for funding.

- Load limited bridges and other existing bridges under state, county or city jurisdiction
- 10 percent of project cost for local bridges contributed by local government.

Note: OTC finds that bridge rehabilitation and replacement projects are consistent with the Oregon Highway Plan.

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- Project identified by the bridge management system.

Other factors:

- Project need as determined by the Local Agency HBRR Oversight and State Bridge Oversight Committees.
- Safety – Projects which focus improvement to hazardous locations and corridors
- Leverage of local or private funds or toll revenues.
- Project readiness.
- Consideration of farm-to-market roads.



**Prioritization Factors**

The prioritization factors are guidance offered by the Oregon Transportation Commission to ensure consistent consideration of projects by ACTs and others. The prioritization factors are consistent with Policy 1G.1 (Major Improvements) of the 1999 Oregon Highway Plan.

ACTs and others would use prioritization factors to choose the projects that can be funded by the 2001 Oregon Transportation Investment Act from among the many that are eligible for funding.

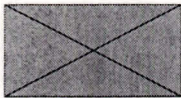
The prioritization factors would not be used to exclude projects from consideration. Every project submitted for consideration that meets the screening criteria will be considered.

ACTs and others choosing projects are not required to develop rating systems that assign point values or weights to each item.

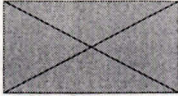
The material that follows provides additional information about each bullet.

□ **Project selection criteria set out in the Oregon Transportation Investment Act (HB 2142, Section 2(3)):**

- (a) Lane capacity projects shall be chosen from a financially constrained list.
- (b) Bridge projects shall be chosen on the basis of a bridge inventory or rating system recognized by the commission.
- (c) Priority for interchange projects shall be given to projects on multilane highways where safety can be enhanced by constructing a grade-separated interchange to replace an at-grade crossing.
- (d) Priority for district highway preservation projects shall be given to those projects that may facilitate transfer of jurisdiction over the highway from the state to a local government.



(c) Projects selected for financing under this section shall be equitably distributed throughout the state, using the criteria for distribution of projects that are used for the Statewide Transportation Improvement Program.



□ Use of state resources to support livable communities.

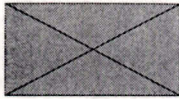
- Rebuilding rural and distressed economies. The prosperity of the last decade has not been evenly distributed across Oregon. Too many parts of rural Oregon have not shared in the growing incomes and job base that have occurred in metropolitan parts of the state.
- Revitalizing downtowns and mainstreets. Towns both large and small need to retain a strong downtown commercial and residential section in order not to become merely a series of strip malls strung out along state highways. Such strong downtowns provide places for people to gather, live, shop and recreate.
- Reducing sprawl and traffic congestion. We can no longer afford to encourage development that creates the need to drive more miles, which clogs our roads and state highways and undermines our mainstreets and downtowns.

□ Safety – Projects which focus improvement to hazardous locations and corridors

A project that focus on an area (or areas) with a high Safety Program Index System (SPIS) number would be more likely to be funded, all other things equal.

□ Leverage of local or private funds or toll revenues.

- Modernization projects (lane capacity or interchange) that have a greater potential to recover a portion of their construction and maintenance cost though tolls on users should be considered more favorably than those with a lesser potential. This evaluation may be based on the assumption of a single toll and may take into consideration whether tolling of the project is practicable.
- Any local government or private sector contribution to a project is a significant indicator of local support and need for a project.



□ **Project readiness**

The Legislative Assembly asked, and the Oregon Department of Transportation committed, to move quickly to implement the 2001 Oregon Transportation Investment Act. The Act is intended to make visible improvements to Oregon's highways, roads and streets. It should be possible to move a project from design to construction, meeting the normal public outreach, environmental requirements, and land use requirements with a minimum of delays.

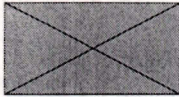
In addition, bond proceeds will be used to finance the engineering design, right-of-way purchase, and construction costs of projects under the 2001 Oregon Transportation Investment Act. Bonding imposes requirements (for example, to spend proceeds within three years) that emphasize the need to move quickly.

The department anticipates three bond issues associated with 2001 Oregon Transportation Investment Act, with the last occurring about October 2005. Final project should be finished and all expenditures complete before October 2008.

ACTs and others should consider projects that can move quickly more favorably. ACTs should choose projects with an anticipated start date for construction that is no later than January 2006 to meet the schedule outlined above.

□ **Consideration of farm-to-market roads**

The Department of Transportation and local governments should consider the importance of farm-to-market roads when making highway funding decisions. A "farm-to-market road" is a rural or urban road, street or highway that is used to move agricultural or logging products to market.



□ **Local Matching Considerations under HB 3075**

HB 3075 requires the department to fund projects where a local government provides at least 50 percent local matching funds, provided that the conditions listed below are met:

- The project must be located on the state highway system.
- The city or county must contribute at least 50 percent of the cost of a project of its own money. State Highway Fund moneys and other moneys distributed by the department are not considered under HB 3075 to be a city's or county's own moneys.
- The project complies with all applicable federal, state and local laws and regulations.

HB 3075 limits the contribution from the 2001 Oregon Transportation Investment Act to \$5 million for any one project or county.

HB 3075 sets aside a maximum of \$25 million from the 2001 Oregon Transportation Investment Act. If proposals that would require more than \$25 million are received, the Oregon Transportation Commission will use the factors listed for Lane Capacity, Preservation or Bridge, as appropriate, to select the projects to be funded.

ACTs, JPACT, and others are asked to notify the department of project proposals that meet the criteria for funding under the provisions of HB 3075.

6/29/2001 3:55 PM

**“Draft” Timeline and outreach process for HB 2142**

*“The Transportation Investment Act of 2001”*

**JULY 11, 2001 OTC MEETING**

**OTC approval of timeline and project selection process to amend STIP. ODOT, LOAC, ACTs, MPOs, Regional Community Solutions Teams and the STIP Stakeholder Committee begin consultation on additional criteria and fund allocation targets.**

**JULY 27, 2001 LOAC MEETING**

**Deadline for recommendations on any additional criteria and lane capacity, bridge, preservation target allocation.**

**AUGUST 9, 2001 OTC MEETING  
(OTC meets in Pendleton)**

**OTC expected to adopt recommendations for any additional criteria by which projects would be considered. OTC to sets initial target percentages for lane capacity, bridge, and preservation project categories**

**AUGUST 10, 2001**

**Deadline for bridge project submittals to ODOT Regions.**

**AUGUST 10 - DECEMBER 12, 2001**

**Outreach effort engaged  
Project input sought from public meetings with cities, counties, ACTs, MPOs, COGs, LOAC, JPACT, CDO/RCST Field Teams, Governor’s Office, and other stakeholders such as environmental, construction interests**

**SEPTEMBER 7, 2001**

**Deadline for preservation and load**

07/02/011:23 PM

**NOVEMBER 2, 2001**

**Deadline for Draft lane capacity and interchange(s) on multilane highway project recommendations developed and refined by ODOT, Area Commissions, MPOs, Local Government, RCST and stakeholder groups.**

**NOVEMBER 8, 2001 OTC MEETING  
(OTC meets in Hillsboro)**

**Draft Preservation and load limited highway project list and Draft lane capacity project list presented to OTC for consideration and comment. Public comment received.**

**DECEMBER 1, 2001**

**Deadline for all ACTs/Regional Advisory Groups submit their project recommendations to the OTC Chairman.**

**DECEMBER 12, 2001 OTC MEETING**

**Updated draft project list for Bridge, Preservation, lane capacity and interchange(s) on multilane highway projects presented to OTC for consideration and comment. Final opportunity for public comment on project lists.**

**JANUARY 16, 2002 OTC MEETING**

**OTC Approval of Bridge, Preservation, Lane capacity and interchange(s) on multilane highway projects.**

**FEBRUARY, 12, 2002 OTC MEETING**

**Technical corrections to HB 2142 projects (if needed).**

**APRIL 2002 – AUGUST 2005**

**Bond Financing Timeline**

- SEPTEMBER 10, 2001**
- limited Highways project submittals to ODOT Regions.
- SEPTEMBER 20, 2001 OTC MEETING (OTC meets in Eugene)**
- Deadline for Draft Bridge project recommendations developed and refined by ODOT, Bridge Rating Committee, Area Commissions, MPOs, Local Governments, RCST and stakeholder groups.
- SEPTEMBER 20, 2001 OTC MEETING (OTC meets in Eugene)**
- Draft Bridge project list presented to OTC for consideration. Public comment received
- SEPTEMBER 20, 2001 OTC MEETING (OTC meets in Eugene)**
- OTC adopts temporary rule language defining District Highways.
- OCTOBER 2001**
- Rule defining District Highways is filed with Secretary of State to become effective 91<sup>st</sup> day following adjournment sine die.
- OCTOBER 5, 2001**
- Deadline for lane capacity and interchange(s) on multilane highway project submittals to ODOT Regions.
- OCTOBER 8, 2001**
- Deadline for Draft Preservation and Load limited Highways project recommendations developed and refined by ODOT, Area Commissions, MPOs, Local Government, RCST and stakeholder groups.
- OCTOBER 16, 2001 OTC MEETING (Location TBA)**
- Final Bridge/Preservation allocation presented to OTC for consideration. Public comment.



Council Recommended MTIP Project Priority List										
Background Information		Metro Staff Ranking		Council Project Evaluation Criteria and Ranking						
Project	Funds Requested	Technical Ranking	2040 Point Ranking (out of 40)	Regional/Town Center, Main Streets, Station Areas	Industrial Center/Intermodal Connectors	Existing Transportation System	Alternatives to Single Occupancy Vehicles	Multi-Modal Transportation System	No Other Readily Available Funding Sources	COUNCIL RANKING
<b>Boulevard Projects</b>										
Division Street Blvd. Phase 2 Main/Cleveland	\$989,000	97	37	Yes	N/A	Yes	N/A	Yes	Yes	4 out of 4
102nd Ave Boulevard Project	\$700,000	89	32	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
Stark Street Boulevard Project	\$800,000	88	28	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
<b>Pedestrian Projects</b>										
Park Way Sidewalk Project	\$235,000	75	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Molalla Ave. Ped Project	\$500,000	65	25	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Butner Rd. Sidewalk Project	\$180,000	60	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
<b>Bike Improvements</b>										
Morrison Bridge	\$1,345,000	100	40	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Washington St. Bike Lanes	\$750,000	62	40	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
<b>Regional Multi-Use Trails</b>										
Eastbank Trail-OMSI/Springwater Phase 2	\$4,209,000	78	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Gresham/Fairview Multi-Use Path	\$1,076,000	69	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Fanno Creek Multi Use Path Phase 2	\$1,123,000	69	26	Yes	N/A	?	Yes	Yes	Yes	4 out of 5

### Council Recommended MTIP Project Priority List

Background Information		Metro Staff Ranking		Council Project Evaluation Criteria and Ranking						
Project	Funds Requested	Technical Ranking	2040 Point Ranking (out of 40)	Regional/Town Center, Main Streets, Station Areas	Industrial Center/Intermodal Connectors	Existing Transportation System	Alternatives to Single Occupancy Vehicles	Multi-Modal Transportation System	No Other Readily Available Funding Sources	COUNCIL RANKING
<b>TDM Improvements</b>										
Regional Tri-Met TDM Program	\$1,400,000	90	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
TMA Assistance Program	\$500,000	86	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
ECO Information Clearinghouse	\$94,000	83	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
Wilsonville TDM Program	\$145,000	73	30	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
<b>Road Modernization</b>										
Clackamas ITS Program Phase 2	\$500,000	76	24	Yes	N/A	Yes	No	No	Yes	3 out of 5
Cornell Road Corridor ITS Project	\$375,000	73	23	Yes	N/A	Yes	No	No	Yes	3 out of 5
Gresham/Multnomah County ITS Program-Phase 3B	\$1,000,000	66	29	Yes	N/A	Yes	No	No	Yes	3 out of 5
Harmony/Linwood Railroad Intersection	\$750,000	52	29	Yes	N/A	?	Yes	Yes	Yes	4 out of 4
<b>Road Reconstruction</b>										
<b>Transit Improvements</b>										
South Corridor EIS	\$4,000,000	?	?	Yes	?	Yes	Yes	Yes	Yes	5 out of 5
<b>Freight Improvements</b>										
N. Lombard Railroad Overcrossing	\$2,000,000	81	40	No	Yes	?	No	No	No	1 out of 5



### Council MTIP Project Ranking Matrix

Background Information		Metro Staff Ranking		Council Project Evaluation Criteria and Ranking						
Project	Funds Requested	Technical Ranking	2040 Point Ranking (out of 40)	Regional/Town Center, Main Streets, Station Areas	Industrial Center/Intermodal Connectors	Existing Transportation System	Alternatives to Single Occupancy Vehicles	Multi-Modal Transportation System	No Other Readily Available Funding Sources	COUNCIL RANKING
<b>Boulevard Projects</b>										
Division Street Blvd. Phase 2 Main/Cleveland	\$989,000	97	37	Yes	N/A	Yes	N/A	Yes	Yes	4 out of 4
102nd Ave Boulevard Project	\$700,000	89	32	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
Stark Street Boulevard Project	\$800,000	88	28	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
McLoughlin Boulevard Project PE--I-205 to Railroad Tunnel	\$625,000	85	25	Yes	N/A	No	No	No	?	1 out of 4
Cornelius Main Street Project	\$500,000	65	15	Yes	N/A	Yes	No	No	Yes	3 out of 5
Boones Ferry/Madrona/Kruse Way Boulevard Project	\$2,500,000	49	11	Yes	N/A	No	Yes	Yes	Yes	4 out of 5
Cornell Road Boulevard Project	\$3,500,000	49	16	Yes	N/A	No	No	?	Yes	2 out of 4
McLoughlin Boulevard--Scott/Adam Phase 2	\$100,000	Incomplete	28	Yes	N/A	No	No	Yes	Yes	3 out of 5
<b>Pedestrian Projects</b>										
Park Way Sidewalk Project	\$235,000	75	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Molalla Ave. Ped Project	\$500,000	65	25	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Murray Blvd./Farmington Rd. Sidewalk Project		65	25	No	N/A	?	Yes	Yes	Yes	4 out of 5
Tri-Met Regional Pedestrian Program	\$2,000,000	65	25	Specific Project List Unknown At This Time		?	Yes	Yes	Yes	3 out of 5
198th Ave. Sidewalk/TV Hwy./SW Trelane St.	\$170,000	62	20	No	N/A	?	Yes	Yes	Yes	3 out of 5
Jennings Ave. 99E/Portland Ave. Ped Access	\$350,000	60	10	No	N/A	?	Yes	Yes	Yes	3 out of 5

### Council MTIP Project Ranking Matrix

Background Information		Metro Staff Ranking		Council Project Evaluation Criteria and Ranking						
Project	Funds Requested	Technical Ranking	2040 Point Ranking (out of 40)	Regional/Town Center, Main Streets, Station Areas	Industrial Center/Intermodal Connectors	Existing Transportation System	Alternatives to Single Occupancy Vehicles	Multi-Modal Transportation System	No Other Readily Available Funding Sources	COUNCIL RANKING
Forest Grove Town Center Ped Improvements	\$400,000	60	15	Yes	N/A	?	Yes	?	Yes	3 out of 5
Butner Rd. Sidewalk Project	\$180,000	60	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
257th Ave. Pedestrian Improvements	\$1,300,000	47	10	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Johnson St. South Side Sidewalk Project	\$96,000	45	15	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Johnson St. North Side Sidewalk Project	\$115,000	45	15	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
<b>Bike Improvements</b>										
Morrison Bridge Multi-Use Path	\$1,345,000	100	40	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Eastbank Trail-OMSI/Springwater Phase 2	\$4,209,000	78	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Gresham/Fairview Multi-Use Path	\$1,076,000	69	30	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Fanno Creek Multi Use Path Phase 2	\$1,123,000	69	26	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
Washington St. Bike Lanes	\$750,000	62	40	Yes	N/A	?	Yes	Yes	Yes	4 out of 5
<b>TDM Improvements</b>										
Regional Tri-Met TDM Program	\$1,400,000	90	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
TMA Assistance Program	\$500,000	86	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
Region 2040 Initiatives	\$495,000	86	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
ECO Information Clearinghouse	\$94,000	83	40	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5

### Council MTIP Project Ranking Matrix

Background Information		Metro Staff Ranking		Council Project Evaluation Criteria and Ranking						
Project	Funds Requested	Technical Ranking	2040 Point Ranking (out of 40)	Regional/Town Center, Main Streets, Station Areas	Industrial Center/Intermodal Connectors	Existing Transportation System	Alternatives to Single Occupancy Vehicles	Multi-Modal Transportation System	No Other Readily Available Funding Sources	COUNCIL RANKING
Wilsonville TDM Program	\$145,000	73	30	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
<b>Road Modernization</b>										
Clackamas ITS Program Phase 2	\$500,000	76	24	Yes	N/A	Yes	No	No	Yes	3 out of 5
Cornell Road Corridor ITS Project	\$375,000	73	23	Yes	N/A	Yes	No	No	Yes	3 out of 5
Gresham/Multnomah County ITS Program-Phase 3B	\$1,000,000	66	29	Yes	N/A	Yes	No	No	Yes	3 out of 5
Farmington Rd.--Hocken Ave./Murray Blvd.	\$8,210,000	64	30	?	N/A	?	No	Yes	Yes	2 out of 3
Cedar Hills/Barnes Rd Intersection Improvement	\$1,980,000	63	28	Yes	N/A	?	No	Yes	Yes	3 out of 4
I-5/Nyberg Road Interchange Widening	\$3,507,000	60	25	Yes	Yes	?	No	No	?	2 out of 4
SW Greenburg Rd: Washington Square Tiedman	\$774,000	56	14	Yes	N/A	?	No	No	Yes	2 out of 4
Sunnyside Rd PE--122nd/132nd	\$625,000	56	11	?	N/A	?	No	No	Yes	2 out of 4
Harmony/Linwood Railroad Intersection	\$750,000	52	29	Yes	N/A	?	Yes	Yes	Yes	4 out of 4
Sunrise Corridor Phase 1 PE I-205/Rock Creek Jctn.	\$4,000,000	46	21	Yes	N/A	?	No	No	Yes	2 out of 4
U.S. 26 Widening PE Murray/Cornell	\$359,000	42	21	Yes	Yes	?	No	No	No	2 out of 5
SE Foster/162nd	\$1,500,000	32	10	No	N/A	Yes	Yes	Yes	Yes	4 out of 5
Murray Blvd Extension	\$1,821,000	26	6	No	N/A	?	No	No	Yes	1 out of 4
223rd Railroad Overcrossing	\$149,000	23	23	No	N/A	?	No	No	Yes	1 out of 4
Boeckman Rd. Extension (Dammach Village)	\$1,000,000	0	0	Yes	N/A	?	No	No	Yes	2 out of 4

## Council MTIP Project Ranking Matrix

Background Information		Metro Staff Ranking		Council Project Evaluation Criteria and Ranking						
Project	Funds Requested	Technical Ranking	2040 Point Ranking (out of 40)	Regional/Town Center, Main Streets, Station Areas	Industrial Center/Intermodal Connectors	Existing Transportation System	Alternatives to Single Occupancy Vehicles	Multi-Modal Transportation System	No Other Readily Available Funding Sources	COUNCIL RANKING
SE 10th: Left Turn Pocket	\$1,320,000	Incomplete	Incomplete	?	?	?	?	?	?	?
<b>Road Reconstruction</b>										
Naito Parkway	\$1,500,000	59	34	Yes	N/A	Yes	Yes	Yes	Yes	5 out of 5
NW 23rd: West Burnside/Lovejoy	\$1,300,000	55	23	Yes	N/A	Yes	No	No	Yes	3 out of 5
Johnson Creek Blvd.-- 36th to 45th Phase 4	\$800,000	53	14	No	N/A	Yes	Yes	Yes	Yes	4 out of 5
Holgate-- SE 42nd to SE 52nd	\$1,100,000	52	13	No	N/A	Yes	No	No	Yes	2 out of 5
<b>Transit Improvements</b>										
McLoughlin/Barbur Transit Service Continuation	\$2,850,000	79	40	Yes	N/A	Yes	Yes	Yes	No	4 out of 5
SMART Transit Center Park & Ride	\$1,172,000	54	2	Yes	N/A	Yes	Yes	Yes	No	4 out of 5
Gresham Service Increases	\$1,400,000	47	10	Yes	N/A	Yes	Yes	Yes	No	4 out of 5
Washington Commuter Rail Ridership Buildup	\$1,074,000	43	20	Yes	N/A	Yes	Yes	Yes	No	4 out of 5
Beaverton/Tigard Service Increases	\$1,400,000	37	20	Yes	N/A	Yes	Yes	Yes	No	4 out of 5
<b>Freight Improvements</b>										
N. Lombard Railroad Overcrossing	\$2,000,000	81	40	No	Yes	?	No	No	Yes	2 out of 5
Columbia/Killingsworth East End Connector	1,000,000	58	30	Yes	Yes	?	No	No	No	2 out of 5
<b>TOD Improvements</b>										





071001c-03



**METRO**

To: All Councilors

From: Councilor Rex Burkholder  
Councilor Rod Monroe

Re: Proposed List of Council MTIP Priority Projects

Date: June 22, 2001

At the June 19 meeting of the Community Planning Committee, the Chair directed that we develop an initial list of priority MTIP projects reflecting Council priorities as clarified at the committee meeting. The proposed list would be reviewed at the next committee meeting or the July 10 Council informal. A total of \$38 million is available for project funding and it is our understanding that we were to prepare a list that totaled about 50-75% of the total available funding.

The agency transportation planning staff has completed its technical ranking process for each of the proposed projects. In addition, the Council adopted Resolution No. 01-3025, which set out six additional criteria that the Council would use in its project evaluation process. A listing of these criteria is attached.

### Project Review Process

The Council staff has developed a ranking matrix of all of the proposed projects to assist the Council in its evaluation process. The matrix identifies each project by type, notes the overall staff technical ranking, and the number of points received by each project for the technical ranking criteria related to 2040 implementation. The matrix then applies the Council adopted evaluation review. In some cases, individual criteria are not applicable to certain projects. The matrix then provides a "council ranking" for each project based on the number of applicable criteria the project has met.

The draft matrix is attached. If individual Councilors with knowledge of a particular project believe that changes should be made in the application of the Council evaluation criteria to the project, please bring these to our attention.

In reviewing the proposed projects, we focused exclusively on the merits of the individual projects. The overall technical ranking, the number of 2040 implementation points received, and the ranking based on the Council-adopted criteria were the sole determining factors. No consideration was given to geographic balance, modal splits or the level of past commitment. As a result of this review, we are recommending the inclusion of 26 projects or planning activities on the Council priority project list. The cost

of these projects is \$27,763,000, or 73% of the total available funds. A matrix of these recommended projects is attached.

### **Projects Requiring Further Policy Review**

In reviewing certain of the proposed projects, we concluded that additional policy discussion should occur prior to determining whether they should be funded through the MTIP process. These include: the funding of corridor planning projects, the funding of Tri-Met service and program enhancements, and the potential effect of the newly enacted state transportation funding program.

**Corridor Planning Projects.** Metro has requested \$600,000 for total funding of the first of 18 potential corridor studies resulting from the nearly completed corridor initiative project. The policy issues that we believe need to be discussed are:

- if the initial study is fully funded from the MTIP process, will an expectation be created that all future corridor studies will also be funded through MTIP
- Given the potential for local benefits and state highway system improvements that might result from the studies, should there be an expectation of local or state matching funds.

**Tri-Met.** Tri-Met has requested continued MTIP funding for two service enhancement programs and funding for two new service enhancement programs. These requests total \$5.6 million. The policy issues related to these requests include:

- is it appropriate to use MTIP resources for initial or ongoing funding of Tri-Met service enhancements
- does funding of existing service enhancements create an expectation that MTIP funds will become the permanent funding source for such enhancements
- given the size of the pending requests and the potential for additional future requests, is there an expectation that an increasing portion of future MTIP allocations would be directed to transit service enhancements
- what is the potential for Tri-Met to fund these enhancements from other sources such as the fare box, the employer tax or other sources of state or federal funding

Tri-Met also has requested a lump sum funding amount of \$2 million for unspecified pedestrian/transit related improvements that would be identified by the agency. The policy issues that needs to be addressed are:

- whether local governments should continue to be the originator of pedestrian/transit improvements based on their assessment of local need or should a regional funding pool administered by Tri-Met be established

- should these projects continue to be reviewed on an individual basis through the MTIP process or should a collective funding approach be considered

**New State Funding Availability.** There are several proposals that involve projects that may be actively considered for funding through the newly enacted state transportation-bonding program. These include widening the Sunset Highway, the Sunrise Corridor and the Columbia/Killingsworth Connector. The policy issues associated with these projects include:

- should the potential allocation of MTIP funds for these projects be delayed until the outcome of the state funding process is known
- how should the region insure that it receives its fair share of the new state funding revenues
- should a dialogue be initiated with the state concerning the potential for reallocating existing state transportation resources to assist in the funding of projects proposed for MTIP funding

We look forward to discussing the projects that should be given priority for funding and the outstanding policy issues that have been noted above.

## PROPOSED FUTURE IMPROVEMENTS AT BLUE LAKE REGIONAL PARK

### I. General Park Upgrade

#### a) Park Support Structures

- New fee booth/gatehouse at park entry
- Improved directional signage throughout park
- Replace central restroom
- Upgrade existing restrooms
- Upgrade existing picnic shelters
- Replace cook stations along waterfront area

#### b) Park Infrastructure Improvements

- Convert manual irrigation to automatic
- Expand park trail system around park perimeter
- Enhance landscape and restore habitat
- Upgrade utilities including heat, electrical service and water system

### II. New Recreational Facilities and Services

- Picnic Shelter (250 person capacity)
- Water Play Area
- Youth Destination Center
- Golf learning Center
- Environmental Education Shelter and Kiosk
- Blue Lake Store
- Lake Center Plaza and Pavilion
- New and expanded Lake House

Prepared: April 4, 2001

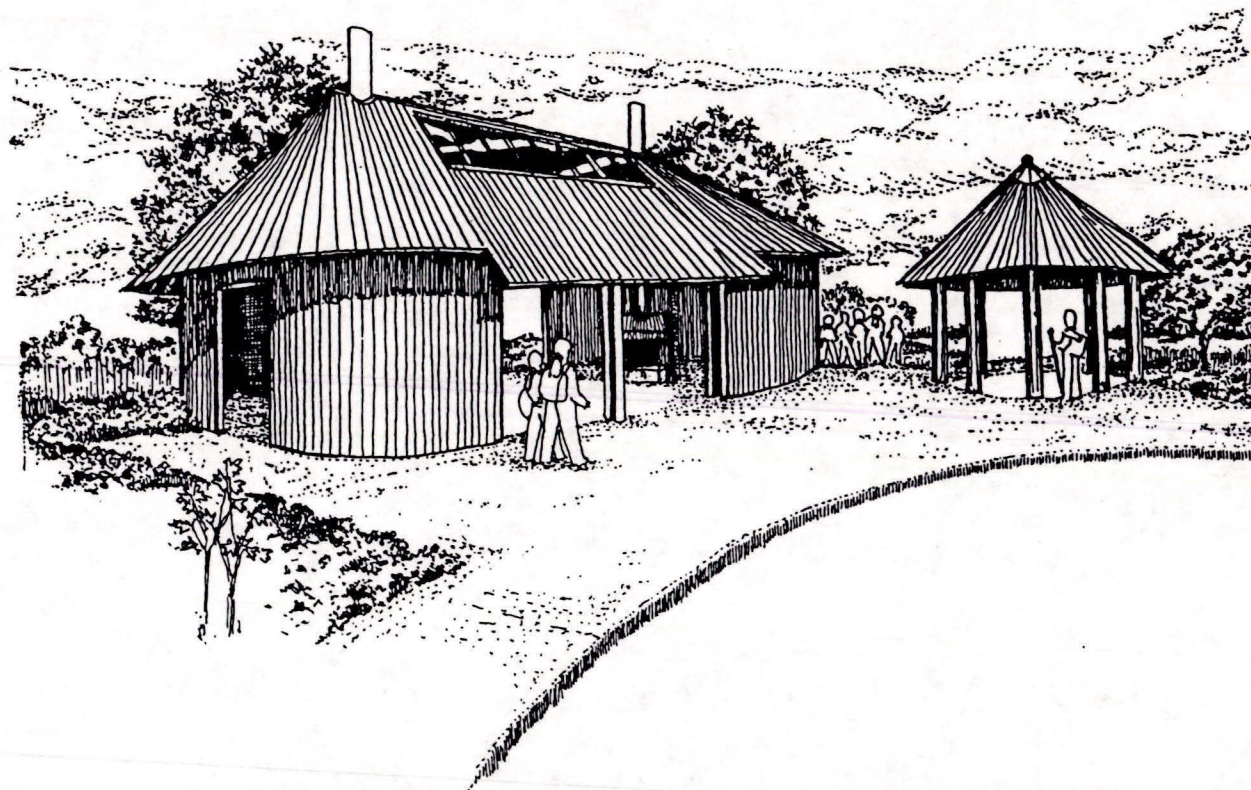
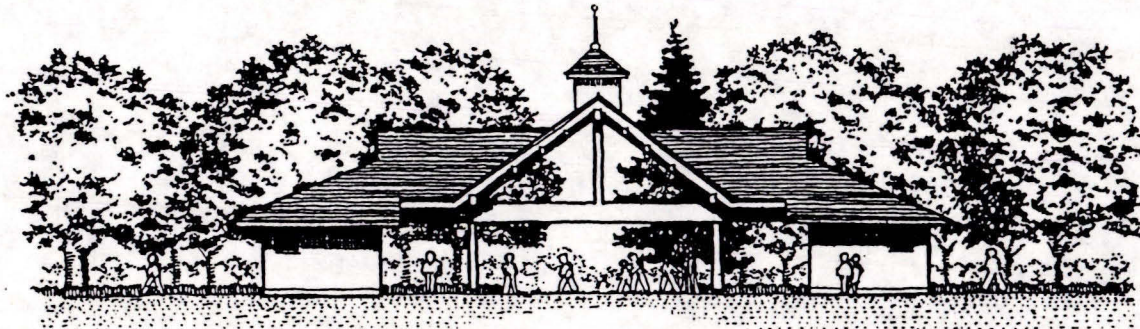


Figure 16. Environmental Education Shelter--Entrance View



Lakefront Pavilion —Phase I



Lakefront Pavilion —Phase II

Figure 19. Lakefront Pavilion—Phases I & II

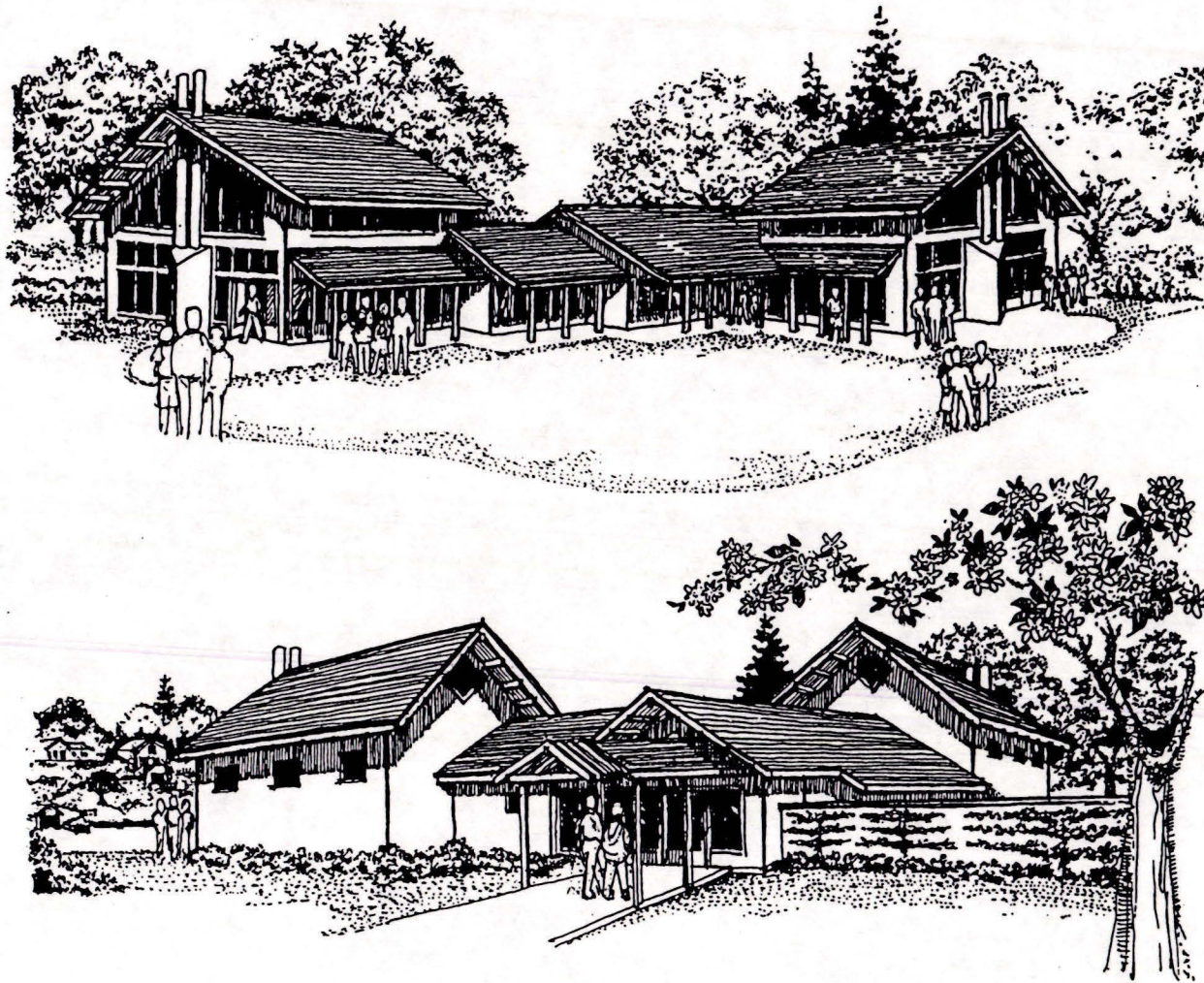
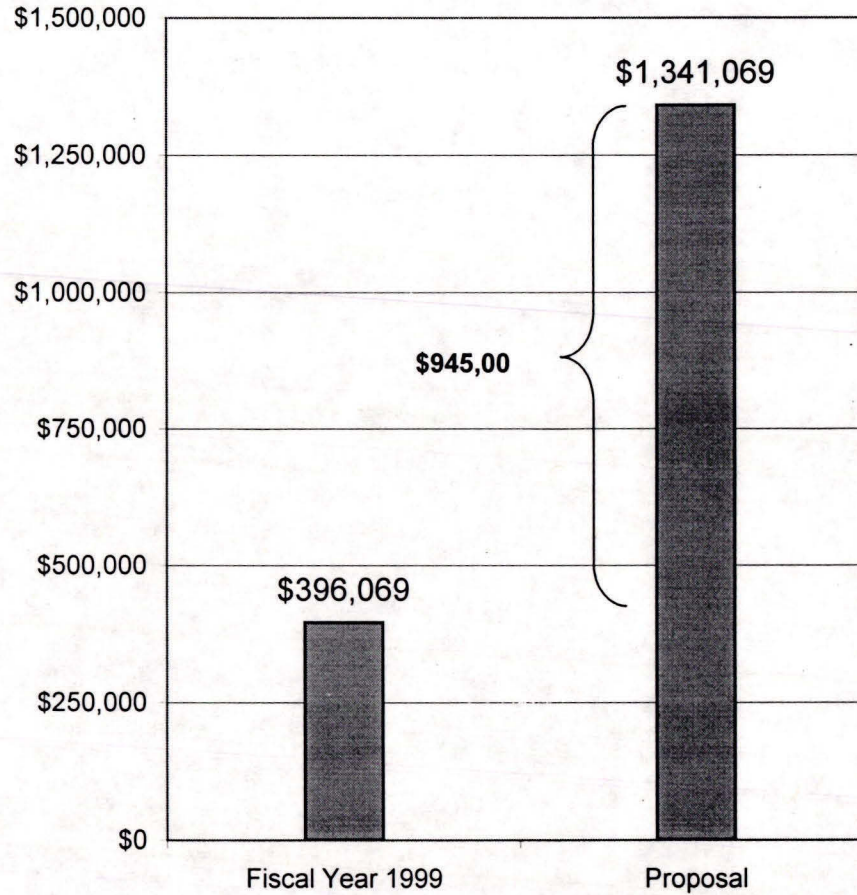


Figure 20. Lake House Concept

Blue Lake Park  
Economic Feasibility Study

Revenue Projections

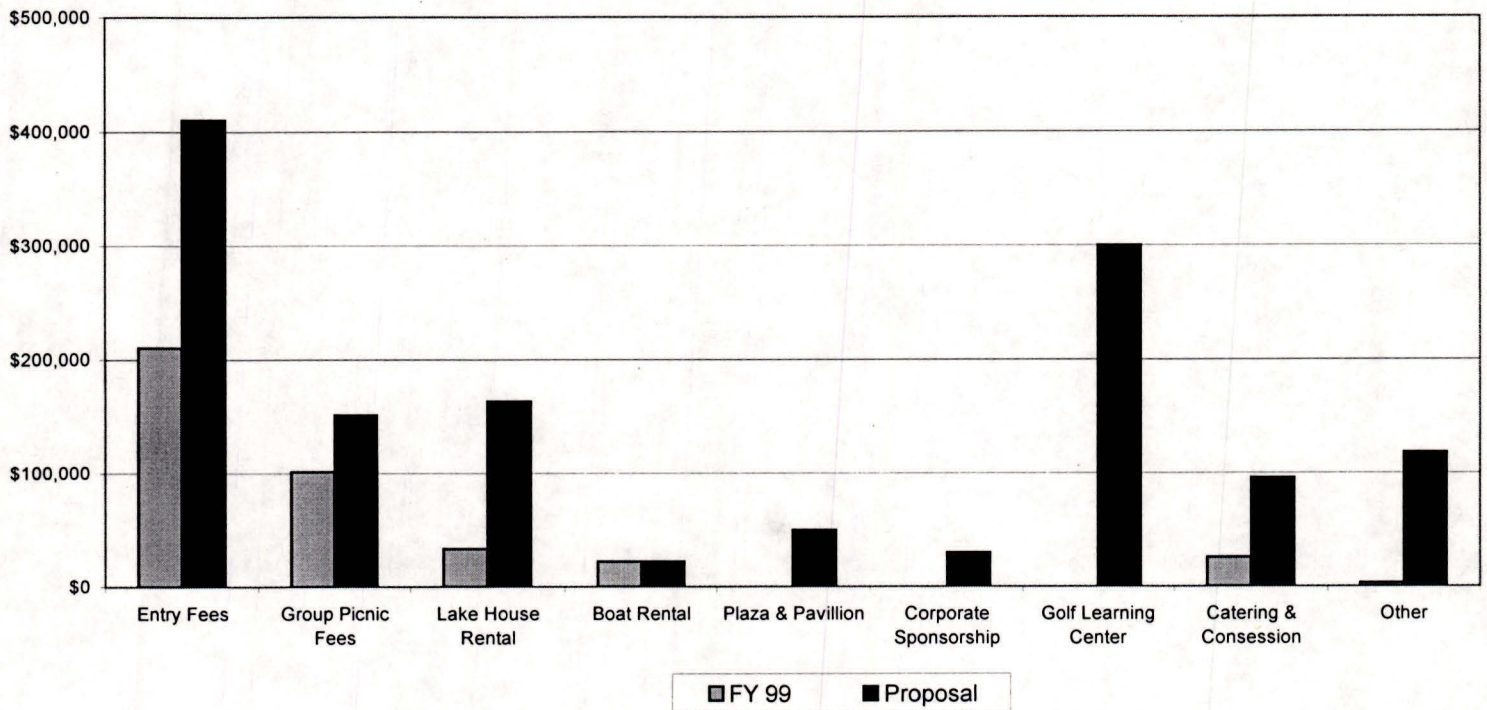
Total Revenue





**Blue Lake Park  
Economic Feasibility Study**

**Revenue Projections by Revenue Type**

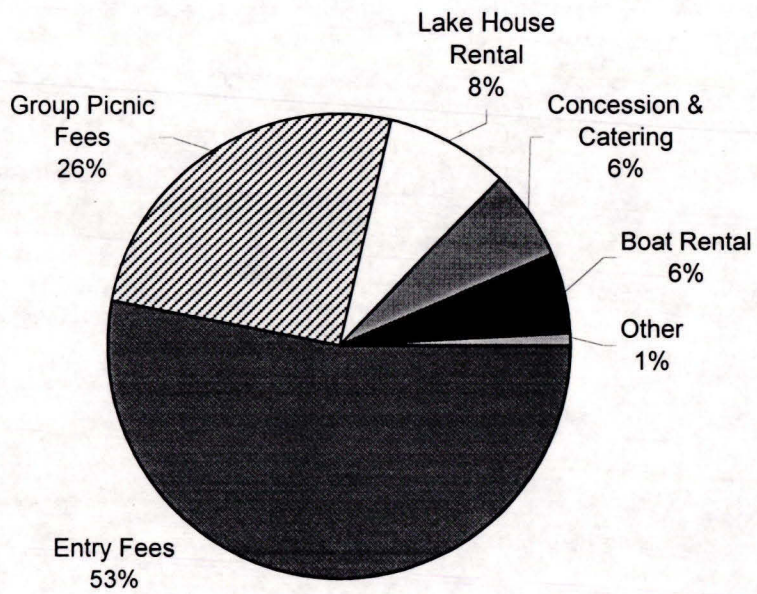


	<u>Fiscal Year 1999</u>	<u>Proposal</u>	<u>Difference</u>
Entry Fees	\$210,366	\$410,366	\$200,000
Group Picnic Fees	\$101,383	\$151,383	\$50,000
Lake House Rental	\$33,251	\$163,251	\$130,000
Boat Rental	\$22,170	\$22,170	\$0
Plaza & Pavillion	\$0	\$50,000	\$50,000
Corporate Sponsorship	\$0	\$30,000	\$30,000
Golf Learning Center	\$0	\$300,000	\$300,000
Catering & Consession	\$25,742	\$95,742	\$70,000
Other	\$3,157	\$118,157	\$115,000
<b>Total</b>	<b>\$396,069</b>	<b>\$1,341,069</b>	<b>\$945,000</b>

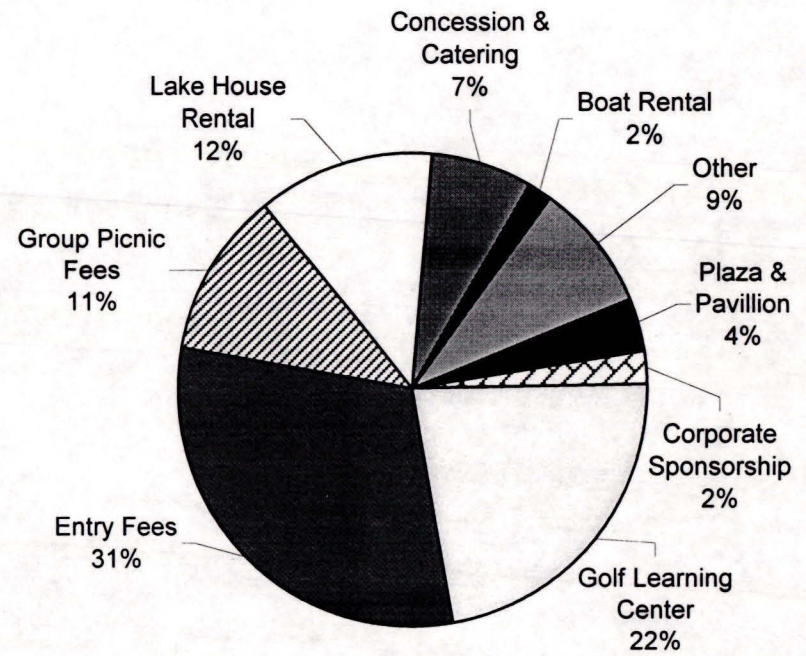
Blue Lake Park  
Economic Feasibility Study

Revenue Distribution

Fiscal Year 99



Proposal



**Blue Lake Park  
Economic Feasibility Study**

**Financing Overview**

Cost of Improvements	\$11,900,000	
Improvements not included in financing plan	(3,000,000)	\$1 million for Environmental Education Center \$2 million for Phase II and III of lakefront Pavilion
<b>Improvements to be financed</b>	<b>\$8,900,000</b>	
Annual Debt Service on GO Bond (assume 5.3% True Interest Cost, 20 year term)	\$735,000	
Available new revenues	<u>945,000</u>	
<b>Net Annual Gain</b>	<b>\$210,000</b>	Applied against the park's operating deficit.
<b>Debt coverage ratio</b>	<b>1.286</b>	



Figure 6. Preferred Concept

# DRAFT

**2001 Oregon Transportation Investment Act  
Project Screening & Prioritization Factors  
Applied by Oregon Transportation Commission**

**Increased Lane Capacity  
Interchanges on Multilane Highways**

**District Highway Preservation  
Load Limited Highways**

**State & Local Bridges  
Load Limited Bridges**

Applied by ACTs, JPACT & Others

Applied by ACTs, JPACT & Others

Applied by Bridge Project Selection Committees

HB 3075 Match Provisions May Apply. See page 5.

**Screening Criteria** – Determine which projects are eligible for funding.

- ❑ Consistent with applicable acknowledged comprehensive and transportation system plans.
- ❑ Consistency with the Policy 1G.1 (Major Improvements) of the Oregon Highway Plan

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- ❑ Lane capacity projects chosen from a constrained list.
- ❑ Projects on multilane highways where safety can be enhanced by construction of interchange to replace an at-grade crossing.

Other factors:

- ❑ The use of state resources to support livable communities.
- ❑ Safety – Projects which focus improvement to hazardous locations and corridors.
- ❑ Leverage of local or private funds or toll revenues.
- ❑ Project readiness.
- ❑ Consideration of farm-to-market roads.

**Screening Criteria** – Determine which projects are eligible for funding.

- ❑ Consistent with applicable acknowledged comprehensive and transportation system plans.

Note: OTC finds that preservation projects are consistent with the Oregon Highway Plan.

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- ❑ Priority for district highway preservation projects that may facilitate a transfer of jurisdiction.

Other factors:

- ❑ Project identified by the pavement management system.
- ❑ The use of state resources to support livable communities.
- ❑ Safety – Projects which focus improvement to hazardous locations and corridors
- ❑ Leverage of local or private funds or toll revenues.
- ❑ Project readiness.
- ❑ Consideration of farm-to-market roads.

**Screening Criteria** – Determine which projects are eligible for funding.

- ❑ Load limited bridges and other existing bridges under state, county or city jurisdiction
- ❑ 10 percent of project cost for local bridges contributed by local government.

Note: OTC finds that bridge rehabilitation and replacement projects are consistent with the Oregon Highway Plan.

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- ❑ Project identified by the bridge management system.

Other factors:

- ❑ Project need as determined by the Local Agency HBRR Oversight and State Bridge Oversight Committees.
- ❑ Safety – Projects which focus improvement to hazardous locations and corridors
- ❑ Leverage of local or private funds or toll revenues.
- ❑ Project readiness.
- ❑ Consideration of farm-to-market roads.

071001c-06

## **Prioritization Factors**

The prioritization factors are guidance offered by the Oregon Transportation Commission to ensure consistent consideration of projects by ACTs and others. The prioritization factors are consistent with Policy 1G.1 (Major Improvements) of the 1999 Oregon Highway Plan.

ACTs and others would use prioritization factors to choose the projects that can be funded by the 2001 Oregon Transportation Investment Act from among the many that are eligible for funding.

The prioritization factors would not be used to exclude projects from consideration. Every project submitted for consideration that meets the screening criteria will be considered.

ACTs and others choosing projects are not required to develop rating systems that assign point values or weights to each item.

The material that follows provides additional information about each bullet.

□ **Project selection criteria set out in the Oregon Transportation Investment Act (HB 2142, Section 2(3)):**

- (a) Lane capacity projects shall be chosen from a financially constrained list.
- (b) Bridge projects shall be chosen on the basis of a bridge inventory or rating system recognized by the commission.
- (c) Priority for interchange projects shall be given to projects on multilane highways where safety can be enhanced by constructing a grade-separated interchange to replace an at-grade crossing.
- (d) Priority for district highway preservation projects shall be given to those projects that may facilitate transfer of jurisdiction over the highway from the state to a local government.
- (e) Projects selected for financing under this section shall be equitably distributed throughout the state, using the criteria for distribution of projects that are used for the Statewide Transportation Improvement Program.

□ **Use of state resources to support livable communities.**

- Rebuilding rural and distressed economies. The prosperity of the last decade has not been evenly distributed across Oregon. Too many parts of rural Oregon have not shared in the growing incomes and job base that have occurred in metropolitan parts of the state.
- Revitalizing downtowns and mainstreets. Towns both large and small need to retain a strong downtown commercial and residential section in order not to become merely a series of strip malls strung out along state highways. Such strong downtowns provide places for people to gather, live, shop and recreate.
- Reducing sprawl and traffic congestion. We can no longer afford to encourage development that creates the need to drive more miles, which clogs our roads and state highways and undermines our mainstreets and downtowns.

□ **Safety – Projects which focus improvement to hazardous locations and corridors**

A project that focus on an area (or areas) with a high Safety Program Index System (SPIS) number would be more likely to be funded, all other things equal.

□ **Leverage of local or private funds or toll revenues.**

- Modernization projects (lane capacity or interchange) that have a greater potential to recover a portion of their construction and maintenance cost through tolls on users should be considered more favorably than those with a lesser potential. This evaluation may be based on the assumption of a single toll and may take into consideration whether tolling of the project is practicable.
- Any local government or private sector contribution to a project is a significant indicator of local support and need for a project.

□ **Project readiness**

The Legislative Assembly asked, and the Oregon Department of Transportation committed, to move quickly to implement the 2001 Oregon Transportation Investment Act. The Act is intended to make visible improvements to Oregon's highways, roads and streets. It should be possible to move a project from design to construction, meeting the normal public outreach, environmental requirements, and land use requirements with a minimum of delays.

In addition, bond proceeds will be used to finance the engineering design, right-of-way purchase, and construction costs of projects under the 2001 Oregon Transportation Investment Act. Bonding imposes requirements (for example, to spend proceeds within three years) that emphasize the need to move quickly.

The department anticipates three bond issues associated with 2001 Oregon Transportation Investment Act, with the last occurring about October 2005. Final project should be finished and all expenditures complete before October 2008.

ACTs and others should consider projects that can move quickly more favorably. ACTs should choose projects with an anticipated start date for construction that is no later than January 2006 to meet the schedule outlined above.

□ **Consideration of farm-to-market roads**

The Department of Transportation and local governments should consider the importance of farm-to-market roads when making highway funding decisions. A "farm-to-market road" is a rural or urban road, street or highway that is used to move agricultural or logging products to market.

□ **Local Matching Considerations under HB 3075**

HB 3075 requires the department to fund projects where a local government provides at least 50 percent local matching funds, provided that the conditions listed below are met:

- The project must be located on the state highway system.
- The city or county must contribute at least 50 percent of the cost of a project of its own money. State Highway Fund moneys and other moneys distributed by the department are not considered under HB 3075 to be a city's or county's own moneys.
- The project complies with all applicable federal, state and local laws and regulations.

HB 3075 limits the contribution from the 2001 Oregon Transportation Investment Act to \$5 million for any one project or county.

HB 3075 sets aside a maximum of \$25 million from the 2001 Oregon Transportation Investment Act. If proposals that would require more than \$25 million are received, the Oregon Transportation Commission will use the factors listed for Lane Capacity, Preservation or Bridge, as appropriate, to select the projects to be funded.

ACTs, JPACT, and others are asked to notify the department of project proposals that meet the criteria for funding under the provisions of HB 3075.



6/29/2001 3:55 PM

**“Draft” Timeline and outreach process for HB 2142**  
*“The Transportation Investment Act of 2001”*

**JULY 11, 2001 OTC MEETING**

**OTC approval of timeline and project selection process to amend STIP. ODOT, LOAC, ACTs, MPOs, Regional Community Solutions Teams and the STIP Stakeholder Committee begin consultation on additional criteria and fund allocation targets.**

**JULY 27, 2001 LOAC MEETING**

**Deadline for recommendations on any additional criteria and lane capacity, bridge, preservation target allocation.**

**AUGUST 9, 2001 OTC MEETING  
(OTC meets in Pendleton)**

**OTC expected to adopt recommendations for any additional criteria by which projects would be considered. OTC to sets initial target percentages for lane capacity, bridge, and preservation project categories**

**AUGUST 10, 2001**

**Deadline for bridge project submittals to ODOT Regions.**

**AUGUST 10 - DECEMBER 12, 2001**

**Outreach effort engaged  
Project input sought from public meetings with cities, counties, ACTs, MPOs, COGs, LOAC, JPACT, CDO/RCST Field Teams, Governor’s Office, and other stakeholders such as environmental, construction interests**

**SEPTEMBER 7, 2001**

**Deadline for preservation and load limited Highways project submittals to ODOT Regions.**

**SEPTEMBER 10, 2001**

**Deadline for Draft Bridge project recommendations developed and refined by ODOT, Bridge Rating Committee, Area Commissions, MPOs, Local Governments, RCST and stakeholder groups.**

**SEPTEMBER 20, 2001 OTC MEETING  
(OTC meets in Eugene)**

**Draft Bridge project list presented to OTC for consideration. Public comment received**

**OTC adopts temporary rule language defining District Highways.**

**OCTOBER 2001**

**Rule defining District Highways is filed with Secretary of State to become effective 91<sup>st</sup> day following adjournment sine die.**

**OCTOBER 5, 2001**

**Deadline for lane capacity and interchange(s) on multilane highway project submittals to ODOT Regions.**

**OCTOBER 8, 2001**

**Deadline for Draft Preservation and Load limited Highways project recommendations developed and refined by ODOT, Area Commissions, MPOs, Local Government, RCST and stakeholder groups.**

**OCTOBER 16, 2001 OTC MEETING  
(Location TBA)**

**Final Bridge/Preservation allocation presented to OTC for consideration. Public comment.**

**NOVEMBER 2, 2001**

**Deadline for Draft lane capacity and interchange(s) on multilane highway project recommendations developed and refined by ODOT, Area Commissions, MPOs, Local Government, RCST and stakeholder groups.**

**NOVEMBER 8, 2001 OTC MEETING  
(OTC meets in Hillsboro)**

**Draft Preservation and load limited highway project list and Draft lane capacity project list presented to OTC for consideration and comment. Public comment received.**

**DECEMBER 1, 2001**

**Deadline for all ACTs/Regional Advisory Groups submit their project recommendations to the OTC Chairman.**

**DECEMBER 12, 2001 OTC MEETING**

**Updated draft project list for Bridge, Preservation, lane capacity and interchange(s) on multilane highway projects presented to OTC for consideration and comment. Final opportunity for public comment on project lists.**

**JANUARY 16, 2002 OTC MEETING**

**OTC Approval of Bridge, Preservation, Lane capacity and interchange(s) on multilane highway projects.**

**FEBRUARY, 12, 2002 OTC MEETING**

**Technical corrections to HB 2142 projects (if needed).**

**APRIL 2002 – AUGUST 2005**

**Bond Financing Timeline**

**Administrative Rule for  
Definition of District Highway**

House Bill 2142, passed by the 2001 Legislature and signed into law by the Governor on June 28, 2001, requires the Oregon Department of Transportation to adopt by administrative rule a definition of District Highway. The language for the definition was taken from the 1999 Oregon Highway Plan after review and comment by the ODOT Local Officials Advisory Committee.

The Department is now in the process of adopting a temporary rule. The Oregon Transportation Commission is scheduled to take action on the temporary rule on or about September 20, 2001. Permanent rule adoption will follow the temporary rule-making procedure. The following definition is the proposed language for the rule and is being sent to interested parties for comment:

**“For purposes of HB 2142, "District Highway" means a state facility of county-wide significance that functions largely as a county and city arterial or collector.”**

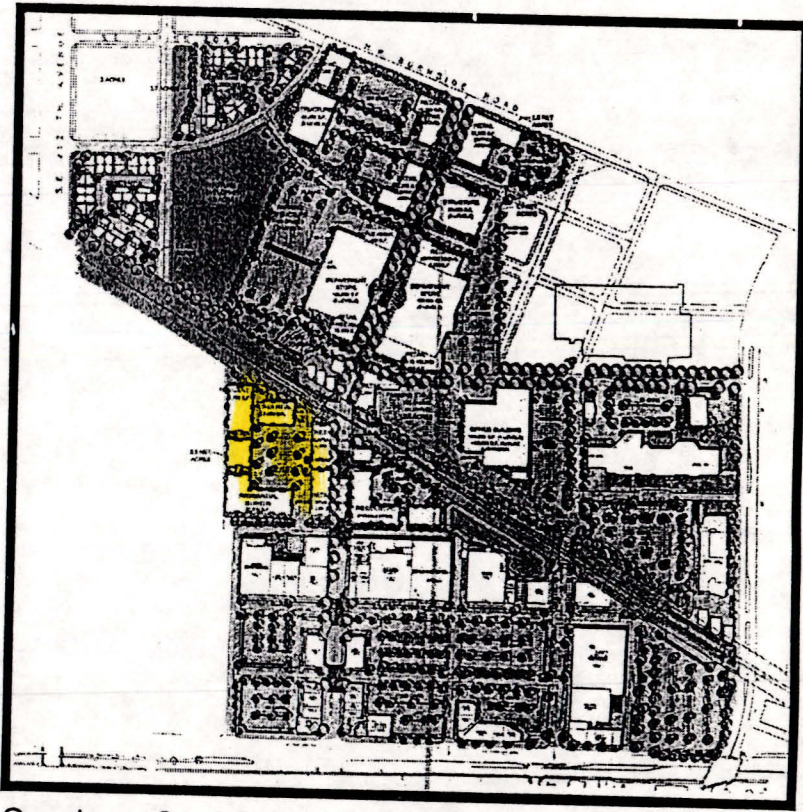
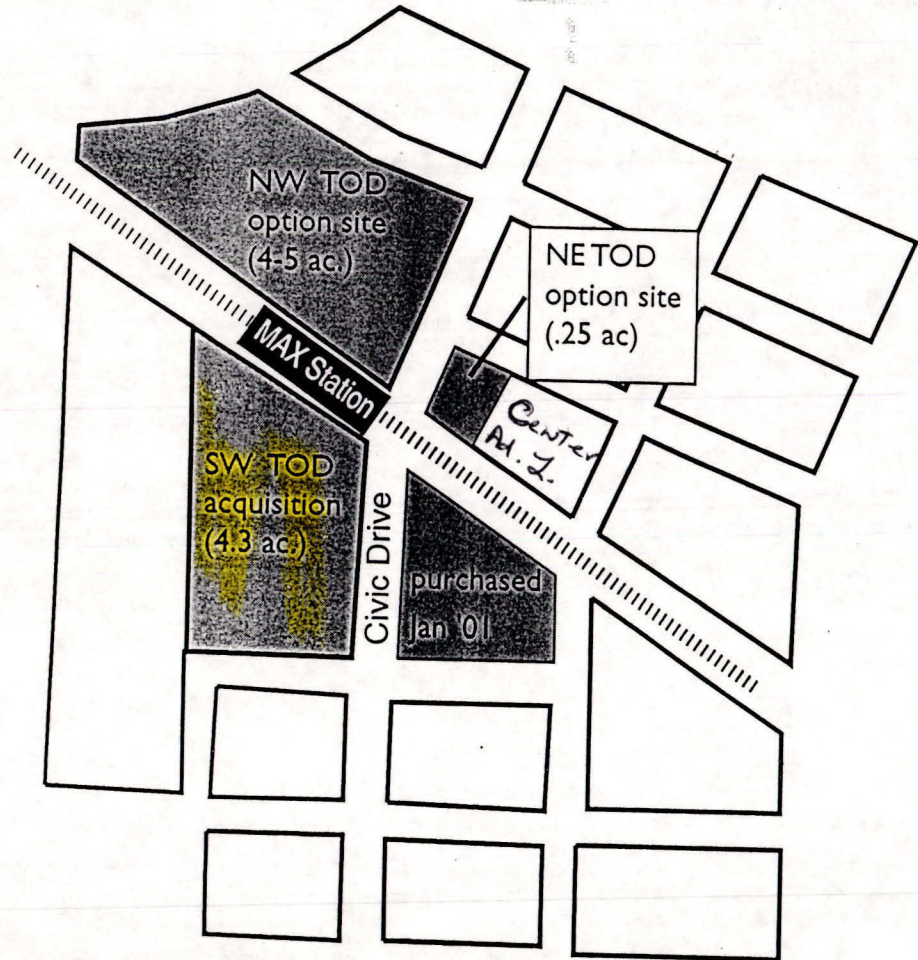
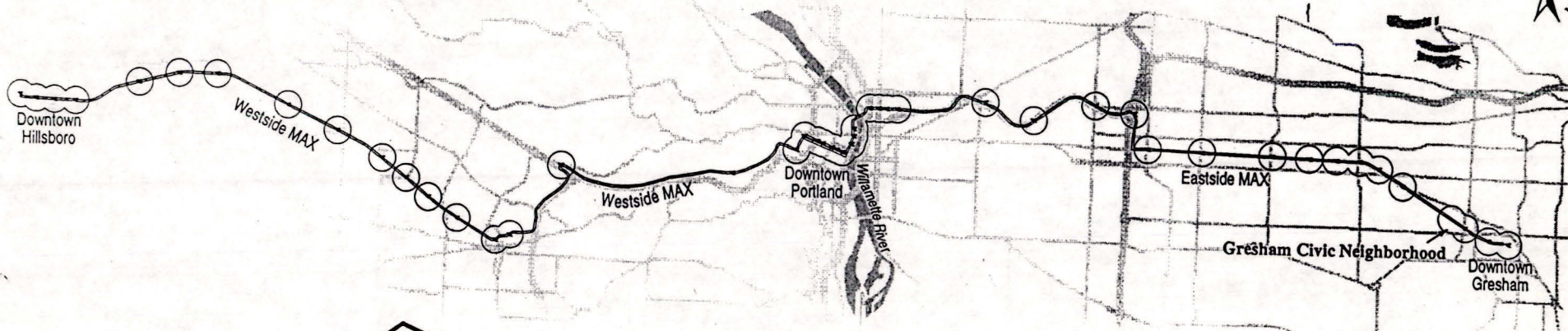
If you have comments about the rule, please send them by August 17, 2001 to:

Brenda Trump  
ODOT Administrative Rules Coordinator  
DMV  
1905 Lana Avenue NE  
Salem, Oregon 97314

e-mail address: [Brenda.C.Trump@ODOT.state.or.us](mailto:Brenda.C.Trump@ODOT.state.or.us)

# Transit-Oriented Development Implementation Program

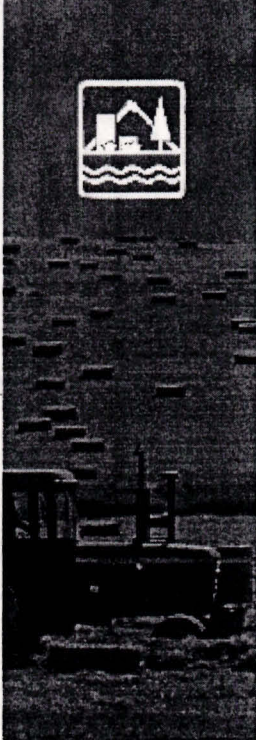
Gresham Civic Sites



0710016-07

**Gresham Civic Neighborhood**  
Gresham Civic MAX Station

Gresham Station Conceptual Master Plan  
by Developer, Dec. '00.



## Department of Land Conservation and Development

Salem, Oregon 503-373-0050 x 266

FOR IMMEDIATE RELEASE Tuesday, July 10, 2001

For more information, contact Communications Manager, Kathleen Van Velsor x 266

### DLCD Director Dick Benner Leaves Agency With a Legacy of Accomplishments

Dick Benner, long-time director of the Oregon Department of Land Conservation and Development, announced today that he would leave the agency at the end of July. Benner, a former staff attorney for 1000 Friends of Oregon and former executive director of the Columbia River Gorge Commission, will become senior assistant counsel for Metro in Portland.

Benner said he has enjoyed his years at the department but had grown tired of the long commute. He said he lives close enough to Metro to walk to work. "This is my contribution to the reversal of global warming. My only regret about the location of my new job is that it's too close for a good bike ride," Benner said.

Benner also said that his career with the Department has been marked by major accomplishments, including:

- Working with and sitting on the Land Conservation and Development Commission (LCDC);
- Working with the Oregon Legislature to improve Oregon's farmland protection program;
- Working with the Governor's Office on the new Community Solutions Team and assisting in the development of the team's Integration and Investment Strategy;
- Development of the Transportation and Growth Management Program, a joint effort with the Oregon Department of Transportation to link land use and transportation planning.

"The Oregon statewide land use planning program is recognized nationally and frequently honored as the best in the nation," Benner said. "I am grateful to have had the chance, which I shared with many people who care

deeply about Oregon, to shape the land use program and keep it at the forefront of planning efforts nationwide."

Governor John Kitzhaber said that Benner had been a prime mover behind many of the reforms and improvements to the land use program for over 20 years. "He introduced me to the land use program in my first session of the Legislature in 1979. I've looked to Dick Benner for advice on the program ever since. We hate to see him go. But I am glad he will remain in public service."

Portland land use lawyer Steven Pfeiffer, chairman of the Land Conservation and Development Commission, said the Commission would miss Benner. "Dick has very canny instincts about the program that made him an invaluable resource to us over the years. He has consistently been a proactive director who looked for solutions to highly complex problems in the interest of the entire state. We will certainly miss him and wish him well at Metro."

The Land Conservation and Development Commission is responsible for selecting a new agency director. The Governor's office will be working with Director Benner and Commission members during the transition.

#####