

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503-797-1916 | FAX 503-797-1930



METRO

MEETING:	JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION	
DATE:	September 11, 2008	
TIME:	7:30 A.M.	
PLACE:	Council Chambers, Metro Regional Center	
7:30 AM	1.	CALL TO ORDER AND DECLARATION OF A QUORUM Rex Burkholder, Chair
7:32 AM	2.	INTRODUCTIONS Rex Burkholder, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS
7:40 AM	4.	COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS Rex Burkholder, Chair
7:40 AM	5.	CONSENT AGENDA Rex Burkholder, Chair
	5.1	* Consideration of the JPACT minutes for August 14, 2008
	5.2	* Resolution No. 08-3974, For the Purpose of Amending the Federal Component of the 2035 Regional Transportation Plan (RTP) and the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Highway 213 at Redland Road Intersection Project
	6.	ACTION ITEMS
7:45 AM	6.1	* Oregon Transportation Commission Reauthorization Project List – <u>APPROVAL REQUESTED</u> Jason Tell Travis Brouwer
8:00 AM	6.2	* 2010 – 13 Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP) Updates
	6.2.1	• ODOT Proposed Program – <u>INFORMATION</u> Jason Tell
	6.2.2	• Release of Regional Flexible Fund Project Proposal for Public Review – <u>COMMENT</u> Ted Leybold
	7.	INFORMATION ITEMS
8:35 AM	7.1	* Regional Infrastructure Analysis – <u>INFORMATION</u> Malu Wilkinson
9:00 AM	8.	ADJOURN Rex Burkholder, Chair

Upcoming October JPACT Meetings & Events:

- 1) Wed., Oct. 8th – Making Connections Summit from 4 – 7 p.m. at the Oregon Convention Center, Rm. TBD
- 2) Fri., Oct. 17th – JPACT Retreat from 8 – 1 p.m. at the Oregon Zoo, Skyline Rm.
- 3) Wed., Oct. 22nd – Joint JPACT/MPAC Meeting from 5 – 7 p.m. at Council Chambers

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2008 JPACT Work Program
9/3/2008

<p><u>September 11, 2008 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Regional Flexible Fund Allocation, Step 2 – Briefing • Intro ODOT STIP Project List • ODOT federal earmark List – Approval • Regional Infrastructure Analysis • MTIP – First Cut and Public Release 	<p><u>February 12, 2009 – Regular Meeting</u></p> <p><u>February 13th – Joint JPACT/Council Hearing on MTIP</u></p>
<p><u>October 17, 2008 – JPACT Retreat & Regular Meeting</u> Oregon Zoo, Skyline Rm. from 8 – 1 p.m.</p> <ul style="list-style-type: none"> • State Legislative Agenda • Federal Transportation Bill – Policy & Project Priorities, DC Trip Planning • JPACT Membership • At the Lunch Break: Report from OTREC – The Oregon Transportation Research Center <p><u>October 8th – Making Connections Summit</u> Oregon Convention Center, Rm. TBD from 4 – 7 p.m.</p> <p><u>October 22nd – Additional Meeting</u> Metro Council Chambers from 5 – 7 p.m.</p> <ul style="list-style-type: none"> • Joint JPACT/MPAC Meeting – Land Use Scenarios Review and Discussion 	<p><u>March 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final MTIP Approval <p><u>March 10 – 12th</u> Washington, DC Trip</p>
<p><u>November 12, 2008 – Additional Meeting</u> Metro Council Chambers from 5 – 7 p.m.</p> <ul style="list-style-type: none"> • Joint JPACT/MPAC Meeting – RTP Scenarios Direction <p><u>November 13th – Regular Meeting</u></p> <p><u>MTIP Hearings</u></p>	<p><u>April 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification • Federal Fiscal Year 2010 Unified Planning Work Program – Adoption
<p><u>December 10, 2008 – Additional Meeting</u> Metro Council Chambers from 4 – 7 p.m.</p> <ul style="list-style-type: none"> • Joint JPACT/MPAC Meeting – Framing all of the choice – scenario policy implications and choices – Discussion <p><u>December 11th – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt regional position on state and federal funding strategy • Principles for Guiding RTP System Development – Discussion 	<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Regional Funding Package

<p><u>January 15, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Policy Direction on MTIP Final Narrowing • Report on Federal Quadrennial Certification • Confirm Principles for Guiding RTP System Development – Action 	<p><u>June 11, 2009 – Regular Meeting</u></p>
<p><u>January 23, 2009 – JPACT Retreat</u> Location TBD from 8 – 1 p.m.</p> <ul style="list-style-type: none"> • 2009 Work Program • Washington Visit • Greatest Places Update 	<p><u>July 9, 2008 – Regular Meeting</u></p>

Parking Lot:

- When to Consider LPA/RTP Actions for Sunrise, I-5/99W, Sellwood Bridge
- ODOT Tolling Policy
- ODOT Study of MPOs and ACTs
- Involvement with Global Warming Commission
- AOC Annual Conference = Nov. 17-21st
- LOC Annual Conference = Oct. 2- 4th
- Status Reports from TOD, RTO, ITS
- Freight System Plan Adoption

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METRO

DRAFT

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION RETREAT

DATE: October 17, 2008

TIME: 8:00 A.M. – 1:00 P.M.

PLACE: Oregon Zoo, Skyline Room

8:00 AM	1.	AGREEMENT ON AGENDA	Rex Burkholder
8:30 AM	2.	JPACT MEMBERSHIP	
10:00 AM	3.	LEGISLATIVE AGENDA	
10:45 AM		BREAK	
11:00 AM	4.	FEDERAL TRANSPORTATION BILL: Policy & Project Priorities and Washington, DC Trip	
12:00 PM	5.	BREAK for WORKING LUNCH: Report from OTREC – The Oregon Transportation Research Center	
1:00 PM	6.	ADJOURN	Rex Burkholder

NOTE: Lunch will be provided for members and alternates.

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

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To check on closure or cancellations during inclement weather please call 503-797-1700.*



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

August 14, 2008

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
James Bernard
Rob Drake
Fred Hansen
Kathryn Harrington
Lynn Peterson
Roy Rogers
Jason Tell
Paul Thalhofer
Ted Wheeler

AFFILIATION

Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
TriMet
Metro Council
Clackamas County
Washington County
Oregon Department of Transportation (ODOT-Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Multnomah County

MEMBERS EXCUSED

Robert Liberty, Vice Chair
Sam Adams
Dick Pedersen
Royce Pollard
Steve Stuart
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
DEQ
City of Vancouver
Clark County
WSDOT
Port of Portland

ALTERNATES PRESENT

David Bragdon
Nina DeConcini
Doug Ficco
Susie Lahsene

AFFILIATION

Metro Council
DEQ
WSDOT
Port of Portland

STAFF

Andy Cotugno, Mike Wetter, Mark Turpel, Lake McTighe, Pat Emmerson, MaryAnne Cassin, Randy Tucker, Robin McArthur, Ted Leybold, Kelsey Newell

1. CALL TO ORDER

Chair Rex Burkholder called the meeting to order at 7:31 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder briefly provided information on the annual Rail~Volution conference scheduled for October 26-29th in San Francisco, California.

In addition, Chair Burkholder briefly overviewed the JPACT work program including additional joint MPAC and JPACT meetings, a *Making Connections Summit* and a JPACT retreat. Meeting and event details will be provided shortly.

Ms. Robin McArthur of Metro provided a brief overview of Metro's regional choices engagement architecture strategy for 2008-11. Staff are currently in phase one of four of the process, using a set of scenarios and other tools to identify and illustrate trends in transportation, land use and infrastructure investment choices. The process will provide a framework for implementation of integrated local, state and regional land use, transportation and investment strategies.

5. CONSENT AGENDA

Consideration of the JPACT meeting minutes for July 10, 2008.

MOTION: Mayor Jim Bernard moved to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

6. INFORMATION ITEMS

6.1 TriMet Investment Program

Mr. Fred Hansen briefed the committee on TriMet's Transportation Investment program for 2008. His presentation included information on new bus and light rail service, increased ridership and tools to help increase ridership (e.g. Transit Tracker, Online Trip Planner and Google Map System), and safety and security enhancements (e.g. fare inspections and increased security and law enforcement personnel).

Committee discussion included system reliability and performance measures, bike service on light rail, increased service to Washington County and overcrowding of bus and light rail systems during peak commute hours.

6.2 Oregon Transportation Commission Reauthorization Project List

Mr. Travis Brouwer provided a brief update on the Oregon Transportation Commission's (OTC) federal reauthorization earmark requests for highway projects. ODOT Region 1 staff have reviewed and screened each of the project proposals with the designated criteria (e.g. project completion and/or phasing opportunities) and have drafted a high priority project list to receive earmark funds. ODOT has assigned each project into one of three categories: projects that likely will be recommended for the JPACT list (Tier 1); projects that may be recommended for the JPACT list (Tier 2); and projects that will probably not be recommended for the JPACT list (Tier 3).

ODOT staff recommended that the I-205/I-5 interchange and I-84 eastbound to I-205 northbound merge lane receive "Tier 1" status. In addition to the high priority project recommendations ODOT will ask JPACT to endorse their request for megaproject earmark funding for the Columbia River Crossing project.

JPACT is scheduled to make a final recommendation to the OTC at their September 11th meeting.

Committee discussion included the Port of Portland and Multnomah County's projects in "Tier 2 and 3", Sandy River bike and pedestrian connections and the importance of project feasibility and phasing. ODOT staff will continue to work with local agency staff to define project scopes for projects on the Tier 2 and 3 list that would meeting OTC criteria for the Tier 1 project. They will also provide the statewide earmark request list to members at their next JPACT meeting.

6.3 Draft Federal Authorization Policy & Project

Mr. Andy Cotugno introduced a draft policy proposal on the Portland metropolitan area federal transportation authorization priorities. He highlighted metropolitan mobility, freight and New and Small Starts programs as high priorities for the metro region. In addition Mr. Cotugno outlined the draft reauthorization project criteria. A draft reauthorization project list is anticipated for the JPACT retreat in October.

Councilor Kathryn Harrington requested that information in support of an increased federal commitment to cycling and pedestrian infrastructure and multimodal trails be included in the program direction of the authorization priorities.

Additional committee discussion included preservation/maintenance versus expansion of the regional system, the importance of defining the region's vision, and inclusion of freight and pedestrian movement in the Portland area policy priorities.

6.4 PDX Master Plan

Mr. Chris Corich of the Port of Portland (with assistance from Jay Sugnet of the City of Portland) briefed the committee on the *Airport Futures* collaborative effort between the City and the Port of Portland to create an integrated long-range development plan and land use designation for the Portland International Airport (PDX). His presentation included information on project goals (e.g. sustainability), facility requirements and forecasts (e.g. cargo, passenger, military and general aviation), capacity changes, facility and technology improvements (e.g. e-tickets) and the public involvement process.

Ms. Susie Lahsene thanked Mr. Corich and Mr. Sugnet for their work on the PDX master plan; emphasizing the public's positive response and involvement in the project.

7. ADJOURN

Seeing no further business, Chair Burkholder adjourned the meeting at 9:07 a.m.

Respectfully submitted,
Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 14, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Work Program	8/13/08	Updated JPACT Work Program	081408j-01
4.0	Program	N/A	Rail~Volution program	081408j-02
6.1	Graph	N/A	<i>TriMet Bus and MAX Passenger Loads Downtown and Lloyd District</i> handout distributed by Fred Hansen	081408j-03
6.1	Handout	N/A	<i>Security Enhancements</i> handout distributed by Fred Hansen	081408j-04
6.3	Handout	N/A	<i>Portland area Federal Authorization Policy Priorities and Reauthorization Project Criteria</i> handout distributed by Andy Cotugno	081408j-05
6.3	Report	2008	The USDOT Report entitled <i>Reform. Refocus. Renew. A new Transportation Approach for America</i>	081408j-06
6.3	Handout	7/28/08	<i>The case for building the nation's most complete urban trails network</i>	081408j-07
6.3	Handout	7/24/08	<i>Points and Counterpoints: Arguments for and against building a regional trails network</i>	081408j-08
6.3	Handout	N/A	<i>Benefits of Trails Summary: Bottom Line</i>	081408j-09
6.4	PowerPoint	8/14/08	<i>Portland International Airport Aviation Demand Forecasts</i> presented by Chris Corich	081408j-10

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 08-3974
FEDERAL COMPONENT OF THE 2035)	
REGIONAL TRANSPORTATION PLAN (RTP))	Introduced by Councilor Rex Burkholder
AND THE 2008-11 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM (MTIP) TO ADD THE HIGHWAY)	
213 AND REDLAND ROAD INTERSECTION)	
PROJECT)	

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the RTP to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and MTIP and any subsequent amendments to add new projects to the RTP and MTIP; and

WHEREAS, JPACT and the Metro Council approved the Federal Component of the 2035 RTP by Resolution 07-3831A, "For The Purpose of Approving the Federal Component of the 2035 Regional Transportation (RTP) Update, Pending Air Quality Conformity Analysis," on December 13, 2007; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP by Resolution 07-3825, "For the Purpose of Approving the 2008-2011 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area," on August 16, 2007; and

WHEREAS, the City of Oregon City received a Congressional earmark through SAFETEA-LU and the 2006 Transportation Appropriation bill to improve the traffic flow at the I-205 and Highway 213 (OR 213) interchange; and

WHEREAS, at the time of the earmark request a developer was working with the City of Oregon City to develop a former landfill site adjacent to the I-205/OR 213 interchange, but the proposed development proved to not be viable and was canceled; and

WHEREAS, the City of Oregon City is working with a second developer on a proposal to develop the site in support of the redevelopment of the Regional Center; and

WHEREAS, the Oregon Department of Transportation (ODOT) and the City of Oregon City have worked together to determine that the most appropriate use of the earmark funds would be to design and construct the OR 213 at Redland Road intersection improvement project; and

WHEREAS, the OR 213 at Redland Road intersection improvement project will address the transportation demand within the 20 year planning horizon, improve highway operational capacity for freight and other through traffic in the I-205 and OR 213 corridors, and help implement the Regional Center plan; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the RTP's financially constrained system and the MTIP financial plan; and

WHEREAS, these funds were forecast to be available in the Federal Component of the 2035 RTP and programmed in the 2008-2011 MTIP financial plan for the I-5/OR 213 interchange project; and

WHEREAS, the City of Oregon City requests that the Federal Component of the 2035 RTP be amended to add the OR 213 at Redland Road intersection improvement project to the financially constrained project list; and

WHEREAS, the City of Oregon City requests that the earmarked funds be moved to fund the OR 213 at Redland Road intersection improvement project as part of the 2008-2011 MTIP; and

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the Federal Component of the 2035 RTP and the 2008-11 MTIP; and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation and has been determined in conformity with the State Implementation Plan for air quality; and

WHEREAS, at its _____ meeting, JPACT recommended to add the Highway 213 and Redland Road Intersection project to the Federal Component of the 2035 RTP and 2008-11 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Highway 213 and Redland Road Intersection project to the Federal Component of the 2035 RTP and the 2008-11 MTIP as shown in attachments 1 and 2 respectively attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this _____ day of October 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

Changes to be made to the 2035 RTP Financially Constrained Project List

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
Update the project cost to reflect the transfer of the earmarked fund to Project #10143.	10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Redland Rd.	I-205	Grade separate SB Hwy. 213 at Washington Street and add a northbound lane to Hwy. 213 from just south of Washington Street to the I-205 on-ramp. Reconstruct I-205 SB off-ramp to Hwy. 213 to provide more storage and enhance freeway operations and safety.	\$18,969,774	2008-2017
								\$22,000,000	
Split Project #10143 into 2 phases and add Phase 1 to the financially constrained project list.	10143	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 1	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen west side Hwy 213 north of Hwy 213/Redland Rd. intersection to add left turn lane storage, convert existing 3rd SB through lane at Redland Rd., widen west side Hwy 213 south of Hwy 213/Redland Rd. intersection to transition from 3 SB lanes to 2 SB lanes.	\$3,030,226	2008-2017

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

Changes to be made to the 2035 RTP Other Project List

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
Add Phase 2 of the intersection improvement as Project #11128 to the unfunded project list.	11128	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 2	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen east side of Hwy. 213 to add one left turn lane at Hwy 213/Redland Rd. intersection on Hwy 213 northbound.	\$7,260,000	2008-2017

Attachment 2 – Proposed Amendment to the 2008-2011 MTIP

Current 2008-2011 MTIP:

Project Name	I-205 @ OR 213 Interchange ODOT Key #14866 (Oregon City)	
PHASE	YEAR	COST
PL	2006	\$466,981
PE	2008	\$2,563,245
RW		
CN		
TOTAL		\$3,030,226

Proposed Amendment to the 2008-2011 MTIP

Project Name	OR 213 at Redland Road Intersection Improvement (Oregon City)	
PHASE	YEAR	COST
PL		
PE	2009	\$357,719
RW		
CN	2010	\$2,672,507
TOTAL		\$3,030,226

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3974, FOR THE PURPOSE OF AMENDING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE HIGHWAY 213 AND REDLAND ROAD INTERSECTION PROJECT

Date: August 22, 2008

Prepared by: Josh Naramore

BACKGROUND

As part of SAFETEA-LU and the 2006 Transportation Appropriation bill, the City of Oregon City requested and obtained a federal earmark to improve traffic flow at the I-205 and Highway 213 (OR 213) interchange. At the time that the earmark request was being made, the City was working with a developer to develop a former landfill site adjacent to the I-205/OR 213 interchange. However, the proposed development was found to not be viable and canceled.

The City is currently working with a second developer, CentrCal Properties, on a proposal to develop this site with a mixed use office and retail project aimed at supporting the redevelopment of the Regional Center. CenterCal, ODOT and the City have worked closely to identify a set of feasible transportation improvement options. The exploration of alternatives focused on facility operation, circulation, environmental impact, constructability, and cost. The two preferred alternatives identified were:

- The construction of a “Jug Handle” to replace the existing OR 213 at Washington Street intersection.
- The construction of intersection improvements and widening at the OR 213 at Redland Road intersection.

The OR 213 at Washington Street intersection project is being funded through the City’s urban renewal funds. The City in partnership with ODOT have determined that the most appropriate use of the earmark funds would be to design and construct the OR 213 at Redland Road intersection improvement project. This project will address the transportation demand within the 20 year planning horizon, improve highway operation capacity for freight and other through traffic in the I-205 and OR 213 corridors, and will help implement the Regional Center plan.

All federal transportation funds allocated in the Metropolitan Area must be included in the 2035 RTP’s financially constrained system and the 2008-2011 MTIP financial plan. The earmarked funds were forecast to be available in the financially constrained Federal 2035 RTP and programmed in the 2008-2011 MTIP financial plan for the I-5/OR 213 interchange project.

The City of Oregon City is requesting to amend the financially constrained 2035 RTP to include the OR 213 at Redland Road intersection improvement project. This proposed change would split RTP project #10143 into two phases. The OR 213 at Redland Road intersection improvement project - Phase 1 would be added to the 2035 RTP financially constrained project list to use the earmarked funds for the proposed improvements. The OR 213 at Redland Road intersection improvement project - Phase 2 will become RTP Project #11128 to reflect future improvements that cannot be afforded at this time and will not be added to the 2035 RTP financially constrained project list. Additionally, RTP Project #10141, will be

reduced by the earmarked amount on the 2035 RTP financially constrained project list to reflect the transfer of funds to project #10143. The proposed changes are reflected in Attachment 1.

The City is also jointly requesting an amendment to the 2008-2011 MTIP. The proposed amendment would cancel the programmed funds for ODOT Key#14866 for the I-205/OR 213 Interchange project and move the funds to the OR 213 at Redland Road intersection improvement project. The proposed changes to the 2008-2011 MTIP are reflected in Attachment 2.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to both the RTP and the MTIP.

Also, the City of Oregon City has presented this plan to the congressional delegation of Senators Gordon Smith, Ron Wyden and Representative Darlene Hooley, and received their approval with concurrence from the Federal Highway Administration. Additionally, the OTC approved the proposed changes subject to the adoption by JPACT and Metro Council into both the financially constrained 2035 RTP and the 2008-2011 MTIP.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding this project to the Federal Component of the 2035 RTP and the 2008-11 MTIP will not result in any change in status to air quality conformity.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the Federal Component of the 2035 Regional Transportation Plan adopted by Metro Council Resolution 07-3831A, "For The Purpose of Approving the Federal Component of the 2035 Regional Transportation (RTP) Update, Pending Air Quality Conformity Analysis," on December 13, 2007 and amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825, "For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area," on August 16, 2007.
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3974.

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

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								\$22,000,000	
Split Project #10143 into 2 phases and add Phase 1 to the financially constrained project list.	10143	Oregon City	ODOT	Hwy. 213 at Redland Rd. Intersection Improvements - Phase 1	Highway 213 north of Redland Rd.	Highway 213 south of Redland Rd.	Intersections improvements. Widen west side Hwy 213 north of Hwy 213/Redland Rd. intersection to add left turn lane storage, convert existing 3rd SB through lane at Redland Rd., widen west side Hwy 213 south of Hwy 213/Redland Rd. intersection to transition from 3 SB lanes to 2 SB lanes.	\$3,030,226	2008-2017

Attachment 1 - Proposed Amendment to the 2035 RTP Financially Constrained Project List

Changes to be made to the 2035 RTP Other Project List

Proposed Change	Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Time Period
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Attachment 2 – Proposed Amendment to the 2008-2011 MTIP

Current 2008-2011 MTIP:

Project Name	I-205 @ OR 213 Interchange ODOT Key #14866 (Oregon City)	
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PE	2008	\$2,563,245
RW		
CN		
TOTAL		\$3,030,226

Proposed Amendment to the 2008-2011 MTIP

Project Name	OR 213 at Redland Road Intersection Improvement (Oregon City)	
PHASE	YEAR	COST
PL		
PE	2009	\$357,719
RW		
CN	2010	\$2,672,507
TOTAL		\$3,030,226

Date: September 3, 2008
To: JPACT
From: Travis Brouwer, ODOT Federal Affairs Advisor
Subject: JPACT Earmark Recommendation List to OTC

In the Oregon Transportation Commission's policy on Federal Reauthorization Highway Program Earmark Requests (approved May 2008), Area Commissions on Transportation (ACTs) and ACT-like bodies, including JPACT, are asked to consider reauthorization project proposals submitted by ODOT staff and local governments and make recommendations on which projects should be selected by the Oregon Transportation Commission (OTC) to request as earmarks from Congress.

In response to a request from ODOT for project proposals, local governments and ODOT staff submitted proposals for projects they wish to see the OTC include on its Earmark Request List to the congressional delegation.

Projects Recommended for JPACT Earmark Recommendation List

After reviewing the proposals, ODOT and TPAC recommend the following projects for your consideration:

- I-205 to I-5 Interchange Improvements (ODOT, \$14.4m)
- I-84 Eastbound to I-205 Northbound Operational Improvement (ODOT, \$14.4m)
- Airport Way to Northbound I-205 Improvements (Port of Portland, \$15m)
- Sunrise System of Projects Phase I (Clackamas County, \$20m)
- OR 99W Improvement and Management Plan Phase III (City of Tigard, \$4.5m)
- I-84 Traveler Information / Integrated Corridor Management (City of Gresham, \$3.3m)

In addition to these High Priority Project recommendations, ODOT is asking JPACT to endorse ODOT's request for megaproject earmark funding for the I-5 Columbia River Crossing (CRC) from a discretionary earmark program such as Projects of National and Regional Significance. Requesting funds in this manner will ensure that CRC competes at the national level against other similar megaprojects and not against other regional priorities for federal funding.

Projects Not Recommended for JPACT Earmark Recommendation List

Two additional projects were submitted for consideration but are not recommended for consideration as part of the region's recommendation to the OTC:

- US 26 Springwater Interchange (City of Gresham)
- I-84/257th Avenue Troutdale Interchange (Port of Portland & City of Troutdale)

ODOT and the project sponsors were not able to develop a funding and phasing plan for either of these projects that would ensure ODOT would be able to deliver the project or a project phase if an earmark is secured.

OTC Selection Process

After receiving earmark recommendations from ACTs and ACT-like bodies, MPOs, and other advisory bodies, ODOT staff will evaluate recommended projects to ensure that they meet the Commission's criteria and determine which have the greatest benefit to the state and its transportation system. Additional input on project prioritization will be sought from the OTC, which will be used by ODOT executive staff to develop a draft list of proposed projects that will be presented to the Commission in November. ODOT will likely be selecting 2-5 projects per congressional district to ensure a level of geographic equity. The Commission will provide feedback to ODOT staff on this list, and a final list will be presented for approval at the December meeting. Due to the large number of projects proposed across the state, the OTC's Earmark Request List may not include all of the projects recommended by advisory bodies.

Reminder: Local agencies are not precluded from requesting projects on, or connected to, the state highway system independently or through the JPACT process. These recommendations are for the OTC Earmark Request List only.

Recommended High Priority Projects

I-205 to I-5 Merge & Auxiliary Lane Improvements

Project cost: \$16 million

Earmark request: \$14.4 million

Project description: This project would build an acceleration/auxiliary lane to allow traffic from the I-205 southbound ramp additional time and distance to merge into the I-5 travel lanes. This project will both significantly improve safety at the Interchange and improves the operational efficiency of the travel lanes on I-5 South. If funding allows, ODOT would also explore building an extended exit lane on northbound I-5 that would allow vehicles to more efficiently exit I-5 and enter northbound I-205. These projects would have significant benefit to traffic flow at relatively little cost.

Funding Strategy: If full funding is not received, the project can be scaled back to match available funding. Some minimal STIP funding may be required.

I-84 Eastbound to I-205 Northbound Interchange Improvement (\$14.4 million)

Project cost: \$16 million

Earmark request: \$14.4 million

Project description: This project would extend the exit lane from eastbound I-84 to northbound I-205 back to the Halsey exit to the junction with the I-205 northbound on-ramp which will reduce congestion and significantly improve the operational efficiency of the I-84 East through lanes at a relatively low cost.

Funding Strategy: If full funding is not received, the project shortfall could be met with projected Region 1 STIP funds.

Airport Way to northbound I-205 interchange

Project cost: \$20 million

Earmark request: \$14.4 million

Project description: The project will expand the capacity and efficiency of the intersection and on-ramp at Airport Way and I-205 North.

Explanation: ODOT is working with the Port of Portland to develop a number of small improvements that address the Federal Aviation Administration's requirement to improve the function of Airport Way at the I-205 Interchange. The smaller improvements can be phased and delivered independently.

Funding Strategy: If full funding is not received, earmarked funds and funds from the Port of Portland will be used to complete priority project phases as funding allows.

Sunrise System of Projects Phase 1

Project cost: \$50-60 million

Earmark request: \$20 million

Project description: The project will create a grade-separated intersection at Highway 212/224 and 82nd Avenue to improve the efficiency of the state highway.

Funding Strategy: The project cost estimate and finance plan are still being refined for this project. Therefore, to meet OTC policy it is agreed that if an earmark is received for this project and the project is unable to move forward for any reason, earmarked federal funds will be used to complete the strategic right-of-way acquisition phase of the Sunrise Industrial Connector. No ODOT STIP funds are being pledged or requested for the project.

OR 99W Improvement and Management Plan Phase III

Project cost: \$5 million

Earmark request: \$4.5 million

Project description: Phase III would improve the capacity and safety of the intersection at Highway 99W with Gaarde and McDonald Streets in Tigard. The project will also address pedestrian and transit access improvements.

Funding Strategy: If full funding is not received, ODOT and Tigard will work together to scale the project to meet available funding.

I-84 Traveler Information / Integrated Corridor Management

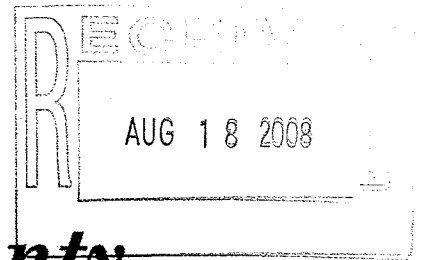
Project cost: \$3.3 million

Earmark request: \$3 million

Project description: This request would fund implementation of a project in the Region's ITS plan. Phase I would deploy a changeable message sign (CMS) on I-84 prior to the 181st Exit, so users could be informed of incidents or severe congestion on the Interstate in time to utilize the

surface street routes if necessary. Phase II would complement the City of Gresham's efforts to provide northbound and southbound arterial route traffic time information by funding east and westbound travel time information on local arterials. Phase III would connect arterial signals to a central server which will allow a coordinated and adaptive signal timing plan to be established, and allow operators to quickly respond to changing conditions.

Funding Strategy: If full funding is not received, phases of the project will be completed as funding allows.



East Multnomah County Transportation Committee

City of Fairview
Multnomah County

City of Gresham

City of Troutdale

City of Wood Village

August 6, 2008

JPACT

Attn: Rex Burkholder, Chair

Metro

600 NE Grand Avenue

Portland, OR 97232-2739

SUBJECT: Oregon Transportation Commission Reauthorization Candidate Projects

The East Multnomah County Transportation Committee (EMCTC) reviewed candidate projects for the Oregon Transportation Commission Reauthorization Project List at its August 4, 2008 meeting. The Committee voted unanimously to support the projects as described below.

We believe the list of candidate projects endorsed by EMCTC and recommended for inclusion on the OTC Reauthorization Project List meet Statewide Transportation Improvement Program criteria. These projects are important in addressing ODOT system needs in East Multnomah County as well as achieving the goals of the Regional Transportation Plan.

The projects that EMCTC is endorsing for the OTC Reauthorization Project List include:

1. **Location:** US 26 Springwater Interchange

Project Description: This project would purchase right of way to eventually build a high capacity, grade-separated interchange on US 26 just south of the current at-grade intersection of US 26 and 267th Avenue.

Project cost: \$59.8 million

Earmark Request: \$18.7 million

Proponent: City of Gresham

2. **Location:** I-84/257th Avenue Interchange

Project Description: This project would make improvements to the I-84 Troutdale interchange, improving safety and access to commercial and industrial activities north of the interchange and to 257th Avenue to the south.

Project cost: \$30.3 million

Earmark Request: \$12 million

Proponent: Port of Portland

JPACT

August 6, 2008

Page Two

3. Location: Mid-County Advanced Traveler Information and Integrated Corridor Management System.

Project Description: The project would install changeable message signs over the westbound lanes of I-84 in the vicinity of 201st Avenue, expand the East Multnomah County arterial speed data collection and mapping system as part of the Gresham ATIS Project, and enhance arterial signal timing programs to respond increased traffic diverted from incidents on I-84.

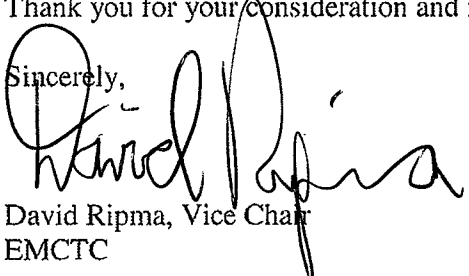
Project cost: \$3.36 million

Earmark Request: \$2.97 million

Proponent: City of Gresham

Thank you for your consideration and inclusion of these important projects in East Multnomah County.

Sincerely,



David Ripma, Vice Chair
EMCTC

Cc: Lonnie Roberts, Chair, Multnomah County
Mike Weatherby, City of Fairview
Mike Bennett, City of Gresham
David Fuller, City of Wood Village
Judi Johansen, Port of Portland Commission President
EMCTC Technical Committee members

Region 1 Proposed Projects for '12 '13 Draft STIP

PRG	PROJECT NAME	DESCRIPTION	TOTAL
BRDG.	OR99W: SW Newbury St. Viaduct	Deck overlay - Bridge #01983	\$3,112,012
BRDG.	OR99W: SW Vermont St. Viaduct	Deck overlay - Bridge #01984	\$3,972,012
BRDG.	I-405: Fremont Bridge	Deck overlay; repair joints - Bridge #02529	\$10,949,000
IM	I-84: MLK Blvd. - I-205	Inlay	\$10,642,000
MOD.	US26: 185th - Cornell Rd.	Widen US26 from 185th - Cornell Rd.	\$14,989,012
PRES.	US26: Sylvan - I-405	2" Inlay (Full WD)	\$7,998,000
PRES.	US26: Military Cr. Rd. - Wolf Cr.	Pavement repair & rehab-inlay	\$11,325,000
PRES.	OR99E: MP 14.9 - Territorial Road	Grind and Inlay	\$5,362,000
PRES.	OR99E: Roethe Rd. - Clackamas River Br.	Inlay/Overlay	\$7,055,000
PRES.	OR35: Cooper Spur Rd. - Neal Creek Rd.	2"grind & inlay; replace guardrail	\$3,030,000
PRES.	US26: East Burnside - West City Limits	2" Inlay (TRVL LNS)	\$12,220,000
SAFE.	OR99W: I-5 NB Off Ramp	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur	\$1,344,000
SAFE.	OR99W: I-5 SB Off Ramp to 99W	Add additional lane NB from 68th - 64th	\$907,000
SAFE.	OR8: TV Hwy. @ 178th Ave	Pedestrian improvements & illumination	\$1,230,000
SAFE.	OR99W @ Beef Bend Road	Build SB right turn lane	\$1,316,000
SAFE.	US26 (Sunset Hwy) Cable Barrier	Install Cable Barrier	\$725,000
SAFE.	OR213: Cascade Hwy. S. @ Division St.	Intersection/signal upgrade; access management; install median curbs on Division & 82nd. Ave	\$1,174,800
SAFE.	OR213: Cascade Hwy S@Stark/Washington Sts	Intersection/signal upgrade; access management; install median curbs on Stark & Washington	\$2,513,000
SAFE.	US30: Lower Columbia River Hwy @ Cornelius Pass Road	Install ITS; right turn channelization on Cornelius Pass Rd & US 30	\$4,419,000
SAFE.	I-205: Cable Barrier Project	Install sections of cable barrier in median	\$657,000
SAFE.	OR211: Eagle Cr-Sandy Hwy @ Dubarko Road	Improve geometry, illumination, sight distance & channelization	\$5,143,000
OPS	Rockfall Repairs in 2013	US26: Jefferson St-Highland Int Rockfall Mitigation	\$1,200,000
OPS	TMOC Software & Hardware Upgrades for 2012 & 2013		\$500,000
OPS	Signal Upgrades for 2012 & 2013	Locations yet to be finalized	\$200,000
OPS	Urban & Rural ITS Deployment for 2012 & 2013	Locations yet to be finalized	\$7,000,000
OPS	Signal LED Upgrades for 2012 & 2013	Locations yet to be finalized	\$150,000
OPS	Button Upgrades for 2012 & 2013	Locations yet to be finalized	\$300,000
OPS	LED Ped Head Upgrades for 2012 & 2013	Locations yet to be finalized	\$300,000
PE ONLY	US26: E Cherryville Dr - Salmon River	Preliminary Design Work	\$657,000

2010-2013 STIP DEVELOPMENT TIMELINE

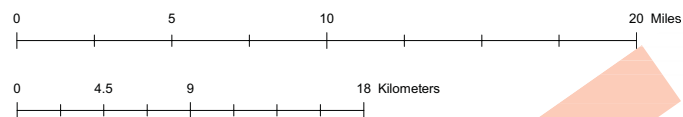
2010-2013 STIP	Final Approved 2008-2011 STIP in place	Final Approved 2006-2009 STIP in place		
Transition amendment completed, Final STIP printed and distributed	Targets to actuals process continues, public review process complete, comments summarized Targets to actuals process continues, Draft STIP printed, mailed, provided to OTC, regions, the public Targets to actuals process continues, public review process begins Targets to actuals process continues, public review process complete, comments summarized Targets to actuals process complete, public comments reviewed by OTC, ACTs, MPOs, regions, programs, planning Adjust program if necessary based on OTC direction, funding allocations Air quality conformity determinations and modeling begins Air quality conformity determinations and modeling continues, PCSX closed to regions Air quality conformity determinations and modeling continues Add Final MTIP data to PCSX, prepare Final STIP for review Regions review Final STIP with ACTs, MPOs, other stakeholders OTC review and approval of Final STIP, submit with MTIPs to Federal DOT Federal DOT review and approval of Final 10-13 STIP, MTIPs to governor for signature/approval	Begin 10-13 STIP update, begin data collection, draft performance goals Data collection continues Data collection complete, compile and review information Develop funding allocation scenarios, update Highway Division Funding Allocations for 08-13 timeframe Develop funding allocation recommendation, OTC approves project eligibility criteria and prioritization factors Assemble funding allocation materials for stakeholder input and OTC Funding allocation recommendation distributed to OTC, stakeholders, ACTs, and MPOs Stakeholder review of funding allocations OTC/ODOT Management discuss funding allocation and program goals for 10-13 STIP OTC approves program goals and funding allocations for 10-13 STIP Project selection/scoping begins, region funding targets distributed Project selection/scoping continues, STIP development manual ready Project selection/scoping continues Project selection/scoping continues Project selection/scoping complete, PCSX open for input of projects Regions prepare draft program for review by stakeholders Regions complete draft program for review by stakeholders Targets to actuals process begins Targets to actuals process continues, regions review Draft STIP database with ACTs, MPOs, other stakeholders Targets to actuals process continues, Draft STIP printed, mailed, provided to OTC, regions, the public		
			2009 LEGISLATIVE SESSION	2007 LEGISLATIVE SESSION
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OREGON DEPARTMENT OF TRANSPORTATION

DRAFT 2012-2013 STIP Update

Bridge, Modernization, Preservation, Safety



Draft STIP Update

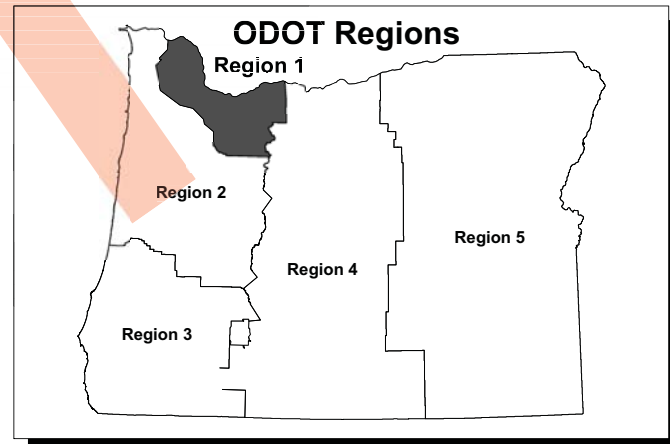
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- Safety

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- Oregon Routes
- County

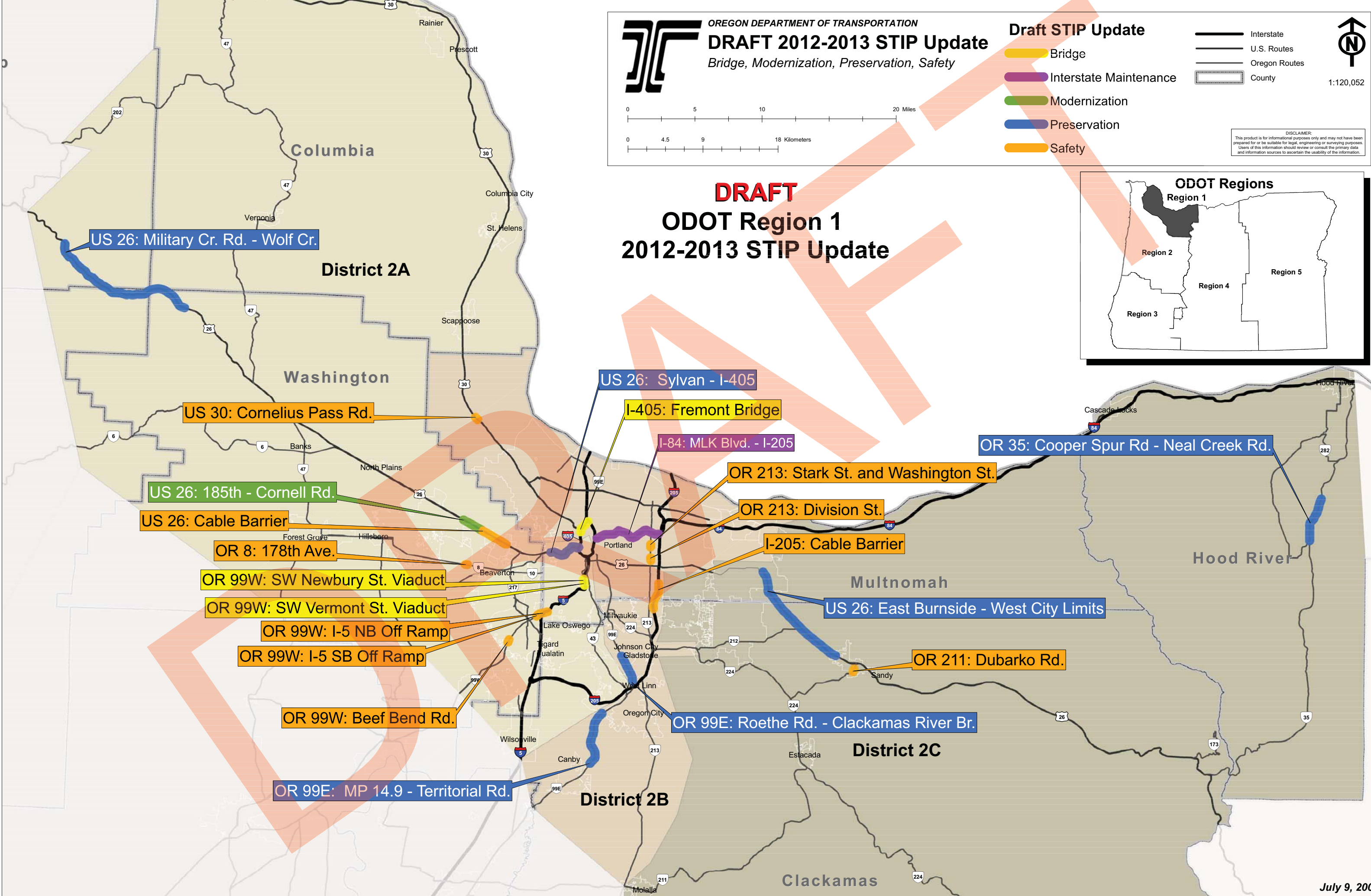


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DISCLAIMER: This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



DRAFT ODOT Region 1 2012-2013 STIP Update



US 26: Military Cr. Rd. - Wolf Cr.

District 2A

US 30: Cornelius Pass Rd.

Washington

US 26: 185th - Cornell Rd.

US 26: Cable Barrier

OR 8: 178th Ave.

OR 99W: SW Newbury St. Viaduct

OR 99W: SW Vermont St. Viaduct

OR 99W: I-5 NB Off Ramp

OR 99W: I-5 SB Off Ramp

OR 99W: Beef Bend Rd.

OR 99E: MP 14.9 - Territorial Rd.

US 26: Sylvan - I-405

I-405: Fremont Bridge

I-84: MLK Blvd. - I-205

OR 213: Stark St. and Washington St.

OR 213: Division St.

I-205: Cable Barrier

US 26: East Burnside - West City Limits

OR 211: Dubarko Rd.

OR 99E: Roethe Rd. - Clackamas River Br.

OR 35: Cooper Spur Rd - Neal Creek Rd.

Multnomah

District 2C

District 2B

Clackamas



Speak up on Transportation!



Help shape local, regional and statewide transportation funding decisions for the next four years.

The public is invited to comment on the Oregon Department of Transportation draft Statewide Transportation Improvement Program (STIP) and Metro's first-cut list of transportation priorities for the Portland-area's Metropolitan Transportation Improvement Program (MTIP).

Public Meetings are scheduled:

**Tues. Sept. 17, 5-7 p.m.
Hood River County Public Library
502 State St,
Hood River**

**Tues. Sept. 24, 5-7 p.m.
Clatskanie River Inn
600 E Columbia River Hwy
Clatskanie**

**Wed. Oct. 15, 5-8 p.m.
Gresham City Hall
Conf Rms 2A and 2B
1333 NW Eastman Parkway
Gresham**

**Mon. Oct. 20, 5-8 p.m.
Hillsboro Civic Center
123 3 W Main St.
Rms 113B and 113C
Hillsboro,**

**Tues. Oct. 28, 5-8 p.m.
Oregon City Pioneer Community
Center
615 Fifth St.
Oregon City**

**Thurs. Oct. 30, 5-8 p.m.
Metro Council Chambers
600 NE Grand Ave
Portland**

Reasonable accommodations will be provided for people with disabilities or needing language translation services. For more information please call 503-731-3490; TTY 1-800-735-2900



METRO

DATE: September 4, 2008

TO: JPACT and Interested Parties

FROM: Ted Leybold, MTIP Program Manager

SUBJECT: TPAC Recommendation for Regional Flexible Fund public comment period

Requested Action: Approve release for public comment the list of local candidate projects for regional flexible funds.

In response to a very crowded JPACT calendar this Fall, TPAC is recommending that the MTIP public comment period be simplified by removing the initial narrowing step that normally occurs at this stage of the Regional Flexible Fund allocation process. The region has typically scaled the solicited projects from a 300% list to a 150% list of projects (representing an approximately \$50 million reduction) for the purpose of focusing public comment on the strongest proposals, and to assist JPACT and the Council in ultimately making a decision on a final 100% funding decision.

However, because more than half the available revenues for this round of funding was recommended for funding regional programs in Step 1 of the recommendation process and due to subsequent changes in the local project solicitation procedures, there is a significantly shorter list of local projects this cycle. This shorter list should allow for reasonable public review, and dropping the preliminary narrowing step for local project applications will allow JPACT to focus on upcoming legislative issues in a timely manner at their September meeting and October retreat.

The attached technical evaluation will be summarized for the upcoming public involvement period. TPAC is recommending JPACT release the entire list of projects and the technical evaluation for public comment at its September 11 meeting.

Staff will be requesting JPACT and Metro Council member participation at four public outreach meetings during October to receive comments regarding the allocation of funds to the candidate local projects and regional programs. The public comment period will run from October 13th to December 1st. All public comments will be summarized and presented to Council, along with the technical analysis, in preparation for JPACT to provide direction to staff on the development of a recommendation to balance candidate application costs with available revenues.

The following public outreach meetings have been scheduled for comments on the Metropolitan Transportation Improvement Program, including the allocation of regional flexible funds:

Gresham, Wednesday, Oct.15, 5 to 8 p.m.

City Hall Building Rooms 2A and 2B
1333 NW Eastman Parkway

Hillsboro, Monday, Oct. 20, 5 to 8 p.m.

Civic Center Room 113 B
150 E. Main

Oregon City, Tuesday, Oct. 28, 5 to 8 p.m.

Pioneer Community Center
615 Fifth St. (at Washington)

Portland, Thursday, Oct. 30, 5 to 8 p.m.

Metro Regional Center Council Chamber
600 NE Grand Ave., Portland



Regional Flexible Fund | Technical Evaluation & Qualitative Summary

2010 – 2013 Metropolitan Transportation Improvement Program

September 2008

Regional Mobility Corridor Projects - Quantitative Summary

Project name	I.a. Design element checklist (15 points max)	I.b. Gap or deficiency (25 points max)	Only one of these applies		I.e. Underserved or EJ population (5 points max)	I.f. Safety (20 points max)	I.g. Reduces emissions (5 points max)	I.h. funding limitations (5 points max)	Total points for project
			I.c. V/C Ratio (25 points max)	I.d. Traffic analysis & CMP (25 points max)					
NE/SE Twenties Bikeway: NE Lombard - Springwater Trail	11	21	25	n/a	4	13.75	5	3	82.75
Bus Stop Development & Streamline Program	12	25	10	n/a	5	11.33	3	1	67.33
Hogan/NE 242nd Dr: Glisan - Stark	10	19	n/a	12	3	18.5	1	1	64.50
Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	9	17	10	n/a	3	14.5	5	5	63.50
40 Mile Loop: Blue Lake Park - Sundial Rd	9	20	10	n/a	3	10.25	5	5	62.25
Farmington Road at Murray Blvd Intersection	7	22	n/a	19	2	11	1	1	63.00
Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	7	10	15	n/a	0	11.5	5	3	51.50

Mixed-use Area Implementation Projects

Project name	II.a. 2040 land use area (10 pts max)	II.b. design element checklist (20 pts max)	II.c. Land use narrative (20 pts max)	II.d. Population & employment (10 pts max)	II.e. Gaps & deficiencies (15 pts max)	II.f. Underserved populations (5 pts max)	II.g. Environmental justice (5 pts max)	II.h. Safety (10 pts max)	II.i. Environmental stewardship - Alt modes (5 pts max)	II.j. Limited funding source (5 pts max)	Total points for project
SW Rose Biggi: Hall - Crescent	10	9	17	7	15	4	5	7.75	3	5	82.75
102nd Ave: NE Glisan - SE Washington	10	11	15	8	15	3	5	5.75	5	3	80.75
McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	10	15	16	2	10	2	0	7	3	5	70.00
Red Electric Trail: SW 30th - SW Vermont	5	10	14.5	4	13	3	0	9	5	5	68.50
N Fessenden/St Louis: Columbia Way - Lombard	5	10	15	6	7	3	5	9	5	3	68.00
Killingsworth: N Commercial - NE MLK Jr Blvd	5	8	18	5	7	5	5	4	3	5	65.00
SE Division: 6th - 39th	5	11	12.5	10	9	3	0	7	1	1	59.50
OR 43: Arbor Dr - Marylhurst Dr	5	8	7.5	2	14	0	0	6.25	5	3	50.75

Industrial and Employment Area Implementation Projects -Quantitative Summary

Project name	II.a. 2040 land use area (5 pts max)	II.b. Land use narrative (10 pts max)	II.c. Gap and deficiency (20 pts max)	II.d. Design element checklist (30 pts max)	II.e. Underserved populations (5 pts max)	II.f. Safety (10 pts max)	II.g. Environmental stewardship - Alt modes (5 pts max)	II.h. Limited funding source (5 pts max)	Total project points
St Johns Rail Line (UP): N St Louis - N Richmond	5	8.5	17	12	3	8.25	1	1	55.75
Evergreen Rd: 25th Ave - 253rd Ave	5	6	20	10	2	3.5	1	1	48.50

Environmental Enhancement and Mitigation Projects - Quantitative Summary

Emission reduction track

Project name	IV.a. 2040 land use area (5 pts max)	IV.b. Emission reduction for EJ (10 pts max)	IV.c. Total emission redux (60 pts max)	IV.d. Cost effectiveness (25 pts max)	Total project points
School Bus Diesel Engine Emission Reduction	N/A	10	60	25	95
Electronic Mini-hybrid Bus Retrofit	N/A	10	35	29	74
Transit Bus Diesel Engine Emission Reduction	N/A	10	13	14	37

Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
French Prairie Bridge: Boones Ferry Rd - Butteville Rd	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Local TSP gap but not an RTP system gap in Ped/Bike/Trail system. Adjacent I-5 Boone Bridge deficient facility for peds & bikes crossing Willamette River but only facility between Oregon City and Newberg.
	Serves an underserved or environmental justice population	Bridge connects to elderly and disabled population in unincorporated Clackamas County outside of the Urban Growth Boundary (low)
	Supports modes that reduce emissions	Yes - project is a Bike/pedestrian bridge (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	Will seek federal earmarks, RFF, Emergency Management, Fed/State Park Service and local sources for construction.
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area.
Willamette Greenway Trail	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Yes - project is designated in the RTP as a regional bike corridor and pedestrian
	Serves an underserved or environmental justice population	"Low - medium" elderly and disabled, "medium - high" low-income, minority & Hispanic, 4 EJ populations, significant very low-income, Black, Hispanic, American Indian/ Alaska Native (high)
	Supports modes that reduce emissions	Yes - project is a trail (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	No
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area.

Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
SE 174th: Jennie - Giese	Solicitation category	Mixed-use area implementation
	Addresses a gap or deficiency	Addresses gap in street network of Pleasant Valley concept plan.
	Serves an underserved or environmental justice population	"Very low" low-income, minority & hispanic and elderly and disabled populations, Significant Hawaiian and Pacific Islander (low)
	Supports modes that reduce emissions	No - is new road construction project. Has bike/ped/transit elements (low)
	Limited funding sources	No - project is not a type that has limited or no other source of funds (low)
	Leverages discretionary funds	Unknown
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area. Low to medium on land use narrative.
SE Division: 96th - 174th	Solicitation category	Mixed-use area implementation
	Addresses a gap or deficiency	Addresses gaps and deficiencies in pedestrian crossings of and .5 miles of sidewalk gaps on a Pedestrian transit/mixed-use corridor. Addresses deficiencies by improving transit stops on a Frequent Bus corridor.
	Serves an underserved or environmental justice population	Significant Black, Asian, Hawaiian/Pacific Islander, American Indian/Alaska Native, Non-English speaking, 3 environmental justice populations. "Low - medium" elderly and disabled, mostly "low" low-income, minority & Hispanic (high)
	Supports modes that reduce emissions	Yes - streetscape improvements focused on pedestrian and bike safety and access, transit improvements (medium)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	May leverage overmatch in an initial construction phase as \$584,000 of SDC funds remain available for project.
	Appropriateness of scope	No concerns
	Other considerations	Medium to high on land use narrative.

Project Development - Qualitative Analysis

Project name	Project development criteria/factors	Qualitative analysis
Airport Way at 82nd Ave Intersection	Solicitation category	Industrial & employment area implementation
	Addresses a gap or deficiency	Not a current deficiency
	Serves an underserved or environmental justice population	Significant Black, American Indian/Alaska Native. "Medium" low-income, minority, Hispanic, "very low" elderly and disabled. 2 EJ populations (medium)
	Supports modes that reduce emissions	No - grade separated intersection construction project (low)
	Limited funding sources	No - project is not a type that has limited or no other source of funds (low)
	Leverages discretionary funds	Port Operational Revenues
	Appropriateness of scope	Inconclusive priority for project without resolution of I-205/Airport Way interchange design.
	Other considerations	Interchange spacing may require braided ramps, increasing project complexity and cost. Medium to high on land use narrative.
Council Creek Trail: Banks - Hillsboro	Solicitation category	Regional mobility corridors
	Addresses a gap or deficiency	Urban portion addresses trail system gap.
	Serves an underserved or environmental justice population	"Low" elderly and disabled, "low-medium" low-income, minority & Hispanic, Significant American Indian/Alaska Native, Hispanic and non-english speaking. 3 EJ populations (medium)
	Supports modes that reduce emissions	Yes - trail project (high)
	Limited funding sources	Yes - project is a type that has limited or no other source of funds (high)
	Leverages discretionary funds	No
	Appropriateness of scope	No concerns
	Other considerations	Project intersects high value habitat area and wildlife mortality hotspot - low priority area

Regional Mobility Corridor Projects -Qualitative Summary

NE/SE Twenties Bikeway: NE Lombard to Springwater Trail	Past regional commitment	No past regional commitments.
	Linked to other project	The project will fill the gap in the north-south bikeway network and will leverage the benefits of recently completed east-west bikeways like Lombard, Tillamook, Ankeny, and Salmon-Taylor.
	Multi-modal benefit	The project will improve the multi-modal character of the corridor, benefit pedestrians with improved crossings and curb extensions, and create traffic calming that benefits the neighborhood.
	Overmatch	No
	Affordable housing/safe school	The bikeway passes within one half mile of nineteen schools and 12 of the 17 adjacent census tracts to the bikeway have a higher percentage of low-income residents than the regional average.
	Economic impact/jobs	The bikeway corridor connects several places identified as strategic areas in the Regional 2040 Growth Concept, including main streets, corridors, station communities and industrial areas. In addition, the bikeway will connect to industrial areas, such as the Brooklyn Yard, and future station communities along the Portland-Milwaukie light rail line.
	Project readiness	Some segments had generic design treatments submitted - needs further refinement.
	Other considerations	N/A
	Bus Stop Development & Streamline Program	Past regional commitment
Linked to other project		Corridors and improvements sites have been defined per TriMet's Transit Investment Plan (TIP) and are linked to service improvements and identified safety access issues.
Multi-modal benefit		Enhancement of bus stops will provide more incentive and opportunities for people to choose transit for their trips. In addition, improvements to bus stop locations and access will include sidewalk improvements in targeted locations, encouraging pedestrian activity.
Overmatch		No
Affordable housing/safe school		No information provided.
Economic impact/jobs		No information provided.
Project readiness		No concerns
Other considerations		N/A

Regional Mobility Corridor Projects -Qualitative Summary

Hogan/NE 242nd Dr: Glisan - Stark	Past regional commitment	No past regional commitments.
	Linked to other project	Project completes street improvements in 242nd Avenue corridor between US 26 and I-84, including new improvements on south end of corridor.
	Multi-modal benefit	The project will install sidewalk and bike path features, including a 10-foot shared use path and pedestrian-scale lighting, that are in excess of what's required by state law. The project will also provide multi-modal benefit for freight through a center turn lane.
	Overmatch	Yes. A \$500,000 match, which is about 13.5%.
	Affordable housing/safe school	By creating a new shared use path, a new bicycle lane, pedestrian refuges, and improving an existing sidewalk the project will provide increased safety for students walking and biking to the one of four schools in a one-mile radius of the project. Also, there are two affordable housing developments within a quarter mile of the project.
	Economic impact/jobs	The corridor is near existing industrial firms and areas zoned light industrial available and business park available. All of this property is designated by Metro for employment or industry.
	Project readiness	No concerns
	Other considerations	N/A
	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	Past regional commitment
Linked to other project		The proposed project will connect to an existing section of the Rock Creek Regional Trail and continue development of the corridor following on construction of segments #7 - #11 of the Westside Regional Trail.
Multi-modal benefit		Application says there are no multi-modal improvements beyond what has already been identified previously in this application.
Overmatch		No
Affordable housing/safe school		The project may have a link in providing an off-street option for parents and school children living in close proximity to the project area as Jacob Wismer Elementary School and Stoller Middle School are both located within 1/4 mile of the proposed trail.
Economic impact/jobs		The project is not expected to have any direct impact on economic development or job creation. But the trail may provide a transportation alternative to those individuals who may live and work in close proximity to the project area.
Project readiness		Westside Trail master plan that will identify project development issues is not yet completed.
Other considerations		Project intersects high value habitat area and wildlife mortality hotspot. West Union Road, the south terminus of the project, has no bike or pedestrian facilities to provide access to the trail.

Regional Mobility Corridor Projects -Qualitative Summary

40 Mile Loop: Blue Lake Park - Sundial Rd	Past regional commitment	No past regional commitment.
	Linked to other project	The project is linked to the construction of the eastern section of the 40-Mile Loop Trail between Sundial and Graham Road as part of the development of the Troutdale Reynolds Industrial Park.
	Multi-modal benefit	The project provides more opportunities for bicycle and pedestrian options as the Port of Portland property develops and future connections to new developments and streets in the Troutdale Reynolds Industrial Park.
	Overmatch	No
	Affordable housing/safe school	No direct benefits to schools or affordable housing.
	Economic impact/jobs	There are no known direct beneficial economic impacts other than through design and construction of the project. Long term indirect impacts are expected in relation to the trail as a commuter and recreation trail providing attractive benefits and amenities to area businesses and residents.
	Project readiness	Utilities, none provided, but "can be." Sheet flow - checking with agencies. Approval to build on levee required.
	Other considerations	Project intersects wildlife mortality hotspot - low priority area.
Farmington Road at Murray Blvd Intersection	Past regional commitment	The preliminary engineering phase was funded through the MTIP and 90% plans are complete.
	Linked to other project	No direct links to other regional projects.
	Multi-modal benefit	Through improvements like wider sidewalks, marked crossings, pedestrian refuges, signal improvements, lighting, and medians, the project will provide a direct multi-modal connection to the Beaverton Regional Center with its Westgate site, The Round and Beaverton Central MAX station, the Beaverton Transit Transfer, MAX light rail, and Commuter Rail Stations.
	Overmatch	No
	Affordable housing/safe school	Within the project area there is a school and two assisted living facilities. The project is also identified as a positive improvement serving Minority Race and Hispanic Origin Populations and Low Income Populations.
	Economic impact/jobs	Economic benefits of improving Farmington Road are time savings realized by businesses and worker commuter trips by reducing traffic congestion; improved freight commodity flows and production schedules, Enhanced tourist travel industry, and improved access and traffic flow for local businesses and potential businesses.
	Project readiness	No concerns
	Other considerations	N/A

Regional Mobility Corridor Projects -Qualitative Summary

Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	Past regional commitment	No past regional commitments.
	Linked to other project	No specific projects mentioned.
	Multi-modal benefit	Project is for one modal improvement.
	Overmatch	Yes. \$ 300,000, or 15%. Applied for TE funding as potential source of overmatch.
	Affordable housing/safe school	The proposed project will provide a safer route to connect to PCC and Lake Oswego High School.
	Economic impact/jobs	No specific benefits mentioned aside from overall improvement in the quality of life.
	Project readiness	No concerns
	Other considerations	Project intersects high value habitat area.

Mixed-use Area Implementation Projects - Qualitative Summary

SW Rose Biggi: Hall - Crescent	Past regional commitment	The project was funded for preliminary engineering with regional funding and is included as STIP Key #14400.
	Linked to other project	The project is connected to recent infrastructure and development projects at The Round site such as Rose Biggi phase I, Crescent, Beaverton Round, Commuter Rail, Light Rail, which have received federal funding through the MTIP. In addition, this project is connected to the Westgate site and potential local purchase of Westgate Drive.
	Multi-modal benefit	The project fills a multimodal gap in the Regional Center circulation and access system and increases the safety for bicycles and pedestrians to directly access the Westgate TOD site, the Round, Beaverton Central MAX Station, light rail and commuter rail.
	Overmatch	No
	Affordable housing/safe school	The project will enhance pedestrian and bicycle access to the Beaverton School District Arts and Communication High School and the area North of Hall Boulevard contains some affordable housing opportunities.
	Economic impact/jobs	The project will allow for the construction of a connection that will stimulate economic development around the Beaverton Round and the Westgate Site, which will benefit the local economy by creating jobs. The project provides the site access that will promote job creation and economic vitality in the center.
	Project readiness	Stormwater treatment adjacent to creek to be addressed in PE.
	Other considerations	N/A

Mixed-use Area Implementation Projects - Qualitative Summary

102nd Ave: NE Glisan - SE Washington	Past regional commitment	Phase I of the project received two RFF allocations, one for preliminary engineering and one for Right of Way.
	Linked to other project	Extends Phase I project currently under construction south.
	Multi-modal benefit	Project improves pedestrian, bike and transit modes.
	Overmatch	Yes. 18.3%
	Affordable housing/safe school	The project would provide a sidewalk improvement in an area with a significant percentage of low-income housing.
	Economic impact/jobs	No direct relationship to economic impacts.
	Project readiness	No concerns
	Other considerations	N/A
McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	Past regional commitment	No past regional commitment.
	Linked to other project	Would extend boulevard treatment under construction further north.
	Multi-modal benefit	The project itself provides better mobility for pedestrians and bicyclists, but the application does not specify any additional multi-modal benefit. Without the project, other multi-modal improvements would not prevail. Oregon City is the primary lead to improve the multi-modal characteristics of this section of McLoughlin.
	Overmatch	Yes. 20.3%
	Affordable housing/safe school	N/A
	Economic impact/jobs	The project would significantly encourage development by upgrading the condition of the street system and providing a comfortable space for pedestrians, bicyclists, transit users, and motorists. In the project area, Oregon City is currently working with that will provide a total of 1877 jobs, some direct through construction and some indirect. Land use score based on forecast may be low if proposed development occurs. Geographic barriers appear to be a factor in the low score for the project on population and employment given the methodology did not take these into account.
	Project readiness	Archeological, 4(f) historic impacts to be addressed in PE.
	Other considerations	Project intersects high value habitat area.

Mixed-use Area Implementation Projects - Qualitative Summary

Red Electric Trail: SW 30th - SW Vermont	Past regional commitment	No past regional commitment.
	Linked to other project	The project will connect to improvements made on SW Capitol Highway in Hillsdale Town Center and the ODOT Iowa structure (I-5) replacement project and the SW Barber Boulevard repaving.
	Multi-modal benefit	The trail project will provide an east-west crossing in Southwest Portland for pedestrians and bicyclists.
	Overmatch	No.
	Affordable housing/safe school	The trail project will help provide safe transportation for students at Wilson High School, Reike Elementary School, and Gray Middle School.
	Economic impact/jobs	The project has no direct economic impacts aside from providing better multi-modal access to any projects in the Hillsdale Town Center that BOP study hopes to catalyze.
	Project readiness	Potential wetland impacts to be addressed in PE.
	Other considerations	N/A
N Fessenden/St Louis: Columbia Way - Lombard	Past regional commitment	No past regional commitment.
	Linked to other project	The first phase of the project received funding in the 2004-2007 RFF cycle for design engineering and construction. The project is connected to the redesign of the Columbia/Portland Road intersection (PE funded in 2007) and to the project to reconstruct the Burgard Bridge, which address other deficiencies of the Columbia Blvd freight route.
	Multi-modal benefit	Pedestrian and transit benefits.
	Overmatch	No.
	Affordable housing/safe school	The project will improve the safety of access to two schools in the area, George Elementary and Roosevelt High School, through crossing improvements.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
	Other considerations	N/A

Mixed-use Area Implementation Projects - Qualitative Summary

Killingsworth: N Commercial - NE MLK Jr Blvd	Past regional commitment	The project received an RFF allocation for \$400,000 for design in the 2008-2011 RFF cycle.
	Linked to other project	The three significant/relevant projects include phase one of this same project, improvements from N Interstate to N Commercial, ODOT funding of sidewalk improvements on the Killingsworth Bridge, and PCC Cascade Campus funded Killingsworth street improvements.
	Multi-modal benefit	No information provided.
	Overmatch	Yes. 25% for project construction.
	Affordable housing/safe school	There are affordable housing opportunities located close to the project area including Iris Court Cluster and Killingsworth Station as well as two schools, Humboldt Elementary and Jefferson High School, which both have majority of African American and low-income enrollments.
	Economic impact/jobs	The streetscape improvements from Interstate to Commercial and the leveraged investment of PCC in the Cascade Campus has helped catalyze small business and retail growth in the project area. In addition, PDC has provided certain programs to catalyze development and growth in the project area such as Development Opportunity Services, Storefront Improvement Program, and small business loans.
	Project readiness	No concerns
	Other considerations	N/A

Mixed-use Area Implementation Projects - Qualitative Summary

SE Division: 6th - 39th	Past regional commitment	The project received an RFF allocation of \$2.5 million in 2002, during the Priorities 2004-2007 process.
	Linked to other project	The project will complement BES' stormwater and sewer improvements in the project area/Taggart-D basin that will include opportunities for constructing stormwater facilities.
	Multi-modal benefit	The project's streetscape improvements and enhanced transit access will promote all modes that travel along Division.
	Overmatch	Yes. 68%.
	Affordable housing/safe school	Since the project area includes three neighborhood schools the transportation and streetscape improvements will enhance access and transportation to the schools.
	Economic impact/jobs	The infrastructure and streetscape improvements is part of the development of Division as a Main street and green street. Revitalizing the infrastructure surrounding the commercial nodes along Division will help create opportunities for economic development and private investment.
	Project readiness	No concerns
	Other considerations	Project intersects wildlife mortality hotspot - low priority area
OR 43: Arbor Dr - Marylhurst Dr	Past regional commitment	No past regional commitment.
	Linked to other project	No information provided.
	Multi-modal benefit	The project will increase pedestrian and bicycle mobility along the project corridor.
	Overmatch	No.
	Affordable housing/safe school	The project improves pedestrian and bike transportation to Marylhurst University, which is at the northern edge of the project area.
	Economic impact/jobs	None.
	Project readiness	No concerns
	Other considerations	Project intersects high value habitat area and wildlife mortality hotspots - medium to low priority area

Industrial and Employment Area Implementation Projects - Qualitative Summary

St Johns Rail Line (UP): N St Louis - N Richmond	Past regional commitment	No previous regional commitments.
	Linked to other project	The project is linked to the expansion of the St Johns lead by UP to construct the rail adjacent to terminal 4 and increase train capacity. Also significant is the terminal pipeline infrastructure project.
	Multi-modal benefit	The first phase of the project will separate train traffic from other modes of travel within Bradford Street.
	Overmatch	Yes. 40.7%
	Affordable housing/safe school	No information provided
	Economic impact/jobs	Project supports businesses at Terminal 4.
	Project readiness	"Whistle free zone" is element in the Cathedral Park Master planning efforts and UP supports the rail realignment.
	Other considerations	N/A
Evergreen Rd: 25th Ave - 253rd Avenue	Past regional commitment	No previous regional commitments.
	Linked to other project	Project complemented by other collector improvements in area: Huffman Road extension, 253rd frontage improvements.
	Multi-modal benefit	No multi-modal benefit mentioned except improving access to the Hillsboro airport.
	Overmatch	No.
	Affordable housing/safe school	No link to affordable housing or safe school access.
	Economic impact/jobs	The project is increasing mobility in an area that is has experienced economic growth and mobility is important to the continued growth of the area in the future.
	Project readiness	No concerns
	Other considerations	Project intersects wildlife mortality hotspot - high priority area

Environmental Enhancement and Mitigation Projects - Qualitative Summary

Transit Bus Diesel Engine Emission Reduction	Past regional commitment	The 2008-2011 adopted MTIP includes \$1,000,000 for the installation of the same technology (continuously regenerating traps) for buses.
	Linked to other project	The project complements all existing bus and transit service improvements.
	Multi-modal benefit	The project will improve air quality for pedestrians and bicyclists using the roads with the buses.
	Overmatch	No.
	Affordable housing/safe school	No information provided.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
Electronic Mini-hybrid Bus Retrofit	Past regional commitment	The technology requested is new and has not yet been the focus of a regional funding request.
	Linked to other project	The project complements all bus and transit service improvements.
	Multi-modal benefit	The project will improve air quality for pedestrians and bicyclists using the roads with the buses.
	Overmatch	No.
	Affordable housing/safe school	No information provided.
	Economic impact/jobs	No information provided.
	Project readiness	No concerns
School Bus Diesel Engine Emission Reduction	Past regional commitment	No past regional commitment.
	Linked to other project	Not linked to previous projects.
	Multi-modal benefit	The school buses eliminate the parent driven vehicle miles to get kids to school.
	Overmatch	Yes. 38.7%.
	Affordable housing/safe school	School buses provide a safe way to transport children to school.
	Economic impact/jobs	The providers of this diesel engine technology will likely be locally-based diesel engine repair facilities, which will help this growing local industry.
	Project readiness	No concerns

2010-2013 Regional Flexible Fund - Step 2 Local Projects

	Project name	Agency	Request (2012 dollars)
Regional mobility corridors			
1st tier	NE/SE Twenties Bikeway: Lombard - Springwater Trail	City of Portland	\$2,097,850
	Bus Stop Development & Streamline Program	TriMet	\$3,640,874
	Hogan/NE 242nd Dr: Glisan - Stark	City of Gresham	\$3,213,308
2nd tier	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	THPRD	\$2,692,830
	Farmington Road at Murray Blvd Intersection	City of Beaverton	\$4,002,099
	40 Mile Loop: Blue Lake Park - Sundial Rd	City of Fairview	\$2,322,421
3rd tier	Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	City of Lake Oswego	\$1,742,926
Mixed-use area implementation			
1st tier	SW Rose Biggi: Hall - Crescent	City of Beaverton	\$2,758,238
	102nd Ave: NE Glisan - SE Washington	City of Portland	\$5,000,000
	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	City of Oregon City	\$3,918,288
2nd tier	Red Electric Trail: SW 30th - SW Vermont	Portland Parks	\$1,929,183
	N Fessenden/St Louis: Columbia Way - Lombard	City of Portland	\$2,159,431
	Killingsworth: N Commercial - NE MLK Jr Blvd	City of Portland	\$2,354,093
3rd tier	SE Division: 6th - 39th	City of Portland	\$2,500,000
4th tier	OR 43: Arbor Dr - Marylhurst Dr	City of West Linn	\$3,800,097
Industrial and employment area implementation			
1st tier	St Johns Rail Line (UP): N St Louis - N Richmond	Port of Portland	\$3,649,337
2nd tier	Evergreen Rd: 253rd Ave - 25th Ave	Washington County	\$2,763,700
Environmental enhancement and mitigation			
1st tier	School Bus Diesel Engine Emission Reduction	DEQ	\$2,100,000
2nd tier	Electronic Mini-Hybrid Bus Retrofit	TriMet	\$1,345,950
3rd tier	Transit Bus Diesel Engine Emission Reduction	TriMet	\$1,166,490
Project development			
	French Prairie Bridge: Boones Ferry Rd - Butteville Rd	City of Wilsonville	\$1,250,000
	Airport Way at 82nd Ave Intersection	Port of Portland	\$500,000
	SE 174th: Jennie - Giese	City of Gresham	\$222,500
	Council Creek Trail: Banks - Hillsboro	City of Forest Grove	\$448,650
	Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	Portland Parks	\$444,800
	SE Division: 96th - 174th	City of Portland	\$500,000
		Total Requests	\$58,523,065
		Available to Allocate	\$21,650,000

Bike/pedestrian projects shown in **bold**
 Minimum of \$7.2 million to be allocated to bike/pedestrian projects.



Comparative infrastructure costs: local case studies

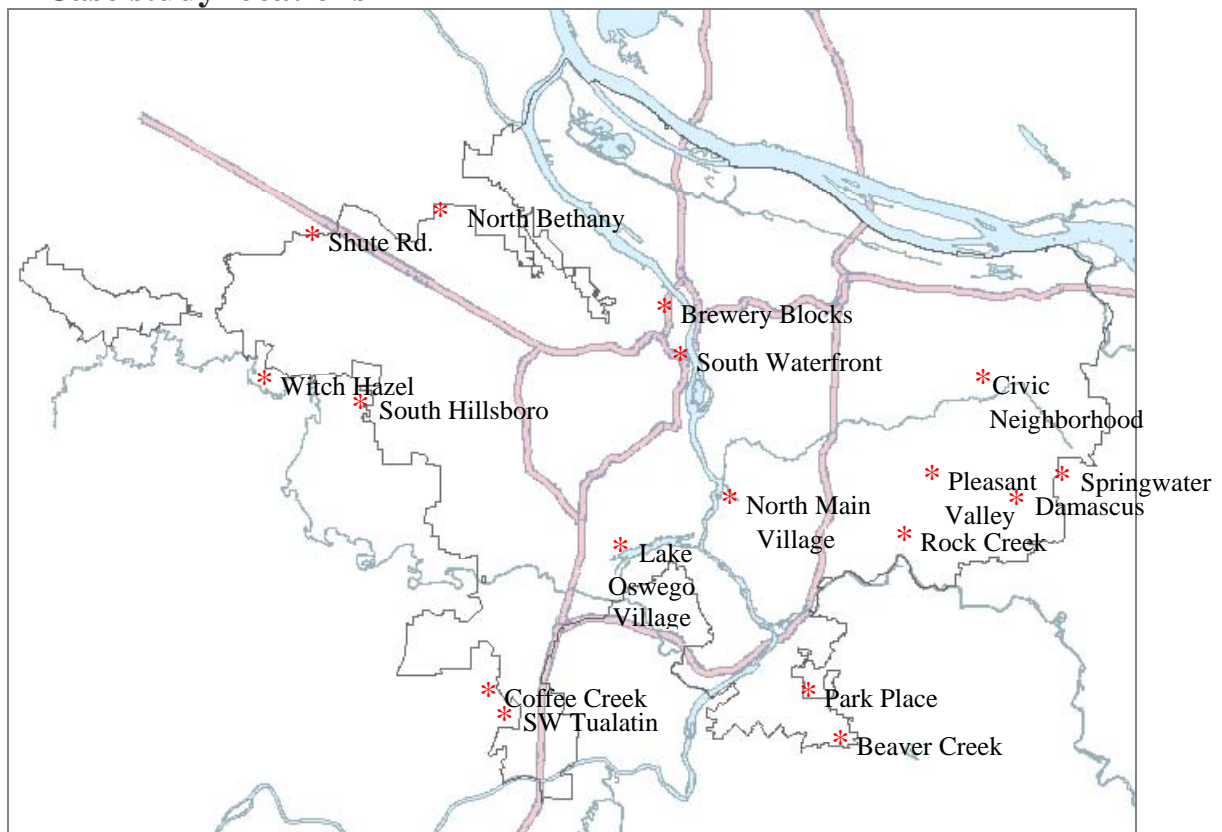
Regional Infrastructure Analysis

Discussion draft

Purpose

In the coming years, the region will grapple with questions of where and how to grow. These decisions will have implications for the long-term costs, both environmental and financial, that will be borne by current and future residents. An understanding of the factors that contribute to variations in infrastructure costs will be essential in making these decisions. To assist in these decisions, this paper focuses on the financial costs associated with providing infrastructure. In particular, this paper places 17 local case study areas in the context of the national literature on the relationship between development patterns and infrastructure costs. These 17 case studies from throughout the Metro region include 12 areas that are newly urbanizing and 5 case studies that are in established urban areas.

Case study locations



Materials following this page were distributed at the meeting.



METRO

REVISED

MEETING:	JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION	
DATE:	September 11, 2008	
TIME:	7:30 A.M.	
PLACE:	Council Chambers, Metro Regional Center	
7:30 AM	1.	CALL TO ORDER AND DECLARATION OF A QUORUM Rex Burkholder, Chair
7:32 AM	2.	INTRODUCTIONS Rex Burkholder, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS
7:40 AM	4.	COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS Rex Burkholder, Chair
7:40 AM	5.	CONSENT AGENDA Rex Burkholder, Chair
	5.1	* Consideration of the JPACT minutes for August 14, 2008
	5.2	* Resolution No. 08-3974, For the Purpose of Amending the Federal Component of the 2035 Regional Transportation Plan (RTP) and the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Highway 213 at Redland Road Intersection Project
	6.	ACTION ITEMS
7:45 AM	6.1	* Oregon Transportation Commission Reauthorization Project List – <u>APPROVAL REQUESTED</u> Jason Tell Travis Brouwer
8:00 AM	6.2	* 2010 – 13 Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP) Updates
	6.2.1	• ODOT Proposed Program – <u>INFORMATION</u> Jason Tell
	6.2.2	• Release of Regional Flexible Fund Project Proposal for Public Review – <u>COMMENT</u> Ted Leybold
	7.	INFORMATION ITEMS
8:30 AM	7.1	* Regional Infrastructure Analysis – <u>INFORMATION</u> Malu Wilkinson
8:50 AM	7.2	Transportation Finance – <u>DISCUSSION</u> David Bragdon Lynn Peterson
9:00 AM	8.	ADJOURN Rex Burkholder, Chair

Upcoming October JPACT Meetings & Events:

- 1) Wed., Oct. 8th – Making Connections Summit from 4 – 7 p.m. at the Oregon Convention Center, Rm. TBD
- 2) Fri., Oct. 17th – JPACT Retreat from 8 – 1 p.m. at the Oregon Zoo, Skyline Rm.
- 3) Wed., Oct. 22nd – Joint JPACT/MPAC Meeting from 5 – 7 p.m. at Council Chambers

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.*

Statewide Highway Program Authorization Earmark Proposals

Project Name	Description	Location	Project Type	Phase	Region
Historic Columbia River Highway State Trail	Build HCRH State Trail on abandoned sections of highway	Multnomh/ Hood River counties	Bicycle/ Pedestrian	Construction	1
I-84 vertical clearance improvement	Increase vertical clearance on I-84 interchange at Exit 25 (Rooster Rock State Park)	Multnomah County	Bridge	Construction	1
I-5 Columbia River Crossing	Replace Interstate Bridge with wider facilities, improve interchanges	Portland/ Vancouver	Modernization	PE/ROW/Construction	1
I-84 Eastbound to I-205 Northbound	Add auxiliary lane to ease merging from I-84 eastbound to I-205 northbound	Portland	Modernization	Construction	1
I-205 Southbound to I-5 Southbound	Add auxiliary lane to ease merging from I-205 southbound to I-5 southbound	Tualatin/ Wilsonville	Modernization	Construction	1
Sunrise Corridor Phase 1	Build 82nd Drive overcrossing to reduce congestion on OR 212/224 and improve Sunrise System to accommodate regional growth	Clackamas County	Modernization	Construction	1
I-84 Troutdale Interchange	Improve I-84 Troutdale interchange to facilitate industrial development	Troutdale	Modernization	Construction	1
Airport Way to Northbound I-205	Improve on-ramp from Airport Way to I-205 northbound	Portland	Modernization	Construction	1
US 26 Staley's Junction interchange	Improve safety at US 26/OR 47 interchange	Washington County	Modernization	Construction	1
US 26/Springwater interchange	Build interchange to facilitate access to industrial development	Gresham	Modernization	ROW	1
OR 99W/McDonald intersection	Improve intersection to reduce safety problems and congestion	Tigard	Modernization	Construction	1
US 30 Clatskanie River Bridge to Swedetown Overpass	Improve traffic flow and safety on US 30 in Clatskanie	Clatskanie	Modernization	Construction	1
I-84/Central Multnomah County ITS	Implement traveler information system, signal timing projects	Gresham	Operations	Implementation	1
US 26 safety improvements	Improve safety on US 26 between Sandy and Mt. hood	Clackamas County	Safety	Construction	1
Pedestrian Access to Kroc Center	Build pedestrian crossing over Salem Parkway/railroad to access new community facility	Salem	Bicycle/ Pedestrian	Construction	2
Corvallis to Albany multi-use path	Build multi-use path between Corvallis and Albany to enhance regional bicycle/pedestrian facilities	Benton County	Bicycle/ Pedestrian	Construction	2
I-5/Beltline interchange	Construct eastbound Beltline ramp onto southbound I-5 and southbound I-5 off-ramp to westbound Beltline to reduce congestion	Eugene/ Springfield	Modernization	Construction	2

Project Name	Description	Location	Project Type	Phase	Region
I-5/OR 214 (Woodburn) interchange	Construct interchange to increase capacity and address congestion	Woodburn	Modernization	PE/ROW/Construction	2
I-5 Coburg interchange	Increase capacity at interchange to address congestion	Coburg	Modernization	Construction	2
Beltline Hwy: River Road to Coburg Rd	Improve operations and capacity and address safety concerns at various locations on corridor	Eugene	Modernization	Construction	2
OR 126/Main Street intersection	Improve intersection to address congestion and safety problems	Springfield	Modernization	NEPA/PE/ROW/Construction	2
I-5 Santiam River to OR 34	Widen I-5 and improve interchanges to meet travel demand	Linn County	Modernization	PE/ROW/Construction	2
53rd Street Railroad Overpass	Build overpass over railroad and relocate intersection	Benton County	Modernization	Design/ROW/Construction	2
US 101 SE 16th-36th (Lincoln City)	Add travel lanes and improve intersections to address bottleneck and improve mobility	Lincoln City	Modernization	Construction	2
Van Buren Ave/OR 34 Bridge Replacement	Replace Van Buren Ave Bridge on OR 34 to address traffic bottleneck	Corvallis	Modernization	Design/Construction	2
OR 18/OR 22 interchange	Conduct EA to determine future improvements near Grand Ronde	Polk County	Modernization	Construction	2
US 20 Newton to Neer Street	Widen US 20, address access, and improve intersections to improve mobility and safety	Corvallis	Modernization	NEPA/ROW	2
OR 99W widening from Circle Blvd to SPRR	Widen OR 99W to four lanes in north Corvallis to increase capacity and improve safety	Corvallis	Modernization	Construction	2
OR 221 (Wallace Road) at Glen Creek Rd	Add capacity at an intersection to address congestion	Salem	Modernization	Construction	2
Gateway/Beltline: International to Postal Way	Improve intersection to meet future travel demand needs	Springfield	Modernization	Construction	2
Franklin Blvd: Ferry St to Springfield bridges	Develop improvements to key regional transportation corridor	Eugene/Springfield	Modernization	NEPA/PE/ROW	2
I-5/Kuebler interchange to Santiam River	Complete EIS to address future needs of this segment of I-5	Marion County	Modernization	NEPA	2
Newberg-Dundee Transportation Improvement Project	Purchase right of way for first phase of Bypass route	Yamhill County	Modernization	ROW	2
Salem River Crossing (Highway 22)	Purchase right of way for future third bridge across Willamette River in Salem	Salem	Modernization	PE/ROW	2
Highway 126: Greenhill to Veneta	Identify solutions for corridor to relieve congestion	Lane County	Modernization	Planning/NEPA	2
OR 22/OR 51 interchange	Build grade-separated interchange at state highway intersection to address safety and traffic problems	Polk County	Modernization/Safety	Construction	2
Beltline-Delta Highway ITS	Implement operational improvements on Beltline/Delta Highway corridor to improve traffic flow	Eugene	Operations	Implementation	2

Project Name	Description	Location	Project Type	Phase	Region
US 20 Hogg Rock Rockfall Mitigation	Build 16 foot wide catchment area at base of Hogg Rock to accommodate rock fall and snow avalanches and prevent highway closures	Linn County	Operations	Construction	2
US 101 Coos Bay McCullough Bridge cathodic protection	Preserve McCullough Bridge over Coos Bay	North Bend	Bridge	Construction	3
I-5 Fern Valley Interchange	Reconstructs Interchange; Widens Fern Valley Road.	Phoenix	Modernization	Construction	3
US 199 expressway upgrade	Widen Highway 199 to 6 lanes between Tussey Lane and Allen Crk	Grants Pass	Modernization	Construction	3
OR-42 Overcrossing at I-5 Exit 119	Add EB lane over I-5 to NB on-ramp	Roseburg	Modernization	Construction	3
OR-42: County Line Curves	Straightens highway geometry at Coos-Douglas county line	Coos/Douglas County	Modernization	Construction	3
Table Rock Road:I-5 to Biddle	Widens Table Rock to 5 lanes with bike lanes and sidewalks	Jackson County	Modernization	Construction	3
OR 138E Corridor Solutions	Adds capacity to the intersection of OR-138 and OR-99 and along the OR-138 corridor between I-5 and Fulton Street.	Roseburg	Modernization	Construction	3
South Stage Road Overcrossing	Extend S. Stage over I-5 to N. Phoenix Road	Medford	Modernization	Construction	3
Highway 62 Corridor Solutions Unit 2	Acquire needed right of way	Medford	Modernization	ROW	3
US 101 North Bend Waterfront Access Intersection at Stanton Ave	Would make improvements to US 101 and a new signalized intersection at the entrance to a redevelopment site on North Bend's waterfront	North Bend	Modernization	Construction	3
Hubbard Lane Improvements	Widen road to city standards	Grants Pass	Modernization	Construction	3
Redwood Avenue Improvements	Widen road to city standards	Grants Pass	Modernization	Construction	3
I-5 Truck Climbing Lane (Sexton Summit)	Widen I-5 to add dedicated truck lane on uphill grade in both directions on Sexton Summit in Josephine County	Josephine County	Modernization/Safety	Construction	3
I-5 Truck Climbing Lane (Sutherland Hill)	Widen I-5 to add dedicated SB truck lane	Douglas County	Modernization/Safety	Construction	3
OR 99 at Scenic Drive	Signalize intersection	Central Point	Operations	Construction	3
Garfield: Peach to Columbus	Reconstruct roadway to city standards	Medford	Preservation	Construction	3
Deschutes River Trail-Portland	Trail undercrossing	Bend	Bicycle/Pedestrian	Construction	4
North Unit Canal Trail-27th	Trail undercrossing	Bend	Bicycle/Pedestrian	Construction	4

Project Name	Description	Location	Project Type	Phase	Region
US 97 at Murphy Rd	Interchange and other improvements to allow removal of stoplights and extension of Bend Parkway	Bend	Modernization	Design/ROW/Construction	4
US 97 Klamath County passing lanes	Construct passing lanes on US 97 in two locations	Klamath County	Modernization		4
US 97: Empire-Deschutes Market	Improvements to US 97 in north Bend to expand capacity and address congestion	Bend	Modernization	Construction	4
19th Street Extension	Construct new road parallel to US 97	Deschutes County	Modernization	Construction	4
Madras South Y (J Street@US 97)	Realign/Improved intersection of J St & Hwy 97	Madras	Modernization	Construction	4
Juniper Canyon/Davis Loop	Provides alternative route for rural residential area	Crook County	Modernization	Construction	4
Millican Road: OR 126 to Reservoir Rd	Would make geometric improvements to provide safe route for oversized trucks	Crook County	Modernization	Construction	4
Reed Market Corridor	Widening, roundabouts, etc	Bend	Modernization	Construction	4
W 6th Street widening/traffic signals	Intersection improvements on I-84 frontage road between exits 82 and 83	The Dalles	Modernization	Construction	4
Powell Butte Hwy Reroute	Feasibility Analysis	Crook County	Modernization	Planning	4
Thompson St/19th St arterial construction	Construction of collector in SE The Dalles	The Dalles	Modernization	Construction	4
OR 140 Bly Mountain/Beatty Curve	Realign curves, widen roadway, address slopes	Klamath County	Modernization/ Safety	Construction	4
OR 140 Doherty Slide	Realign curves	Lake County	Modernization/ Safety	Construction	4
5th/6th St Reconstruction	Reconstruct pavement	Redmond	Preservation	Construction	4
US 197/Fremont Overpass	Construction of overpass	The Dalles	Safety	Construction	4
US 730 interchange connection for East Beach Industrial Park	Build road to provide access from Port of Morrow to US 730/I-84 interchange	Boardman	Modernization	Construction	5
I-84 Spring Creek climbing lane	Truck climbing lane on I-84 at 6% grade	Union County	Modernization/ Safety	Construction	5
I-84 Boardman Main St overpass	Improve overcrossing and widen offramps	Boardman	Modernization/ Safety	Construction	5
I-5 seismic retrofit	Seismically retrofit 42 bridges on I-5 that were not retrofitted under OTIA III	I-5 corridor	Bridge	Construction	2 & 3





ODOT Region 1 Authorization Earmark Proposals

	Project Name	Phase(s)	Applicant	District
JPACT	I-84 Eastbound to I-205 Northbound	Construction	ODOT	Blumenauer
	Airport Way to Northbound I-205	Construction	Port of Portland	Blumenauer
	I-84 Troutdale Interchange	PE/ROW	Port of Portland	Blumenauer
	Sunrise Corridor Phase 1	PE/ROW	Clackamas County	Blumenauer
	I-84/Central Multnomah County ITS	Implementation	City of Gresham	Blumenauer
	US 26/Springwater interchange	ROW	City of Gresham	Blumenauer
	I-205 Southbound to I-5 Southbound	Construction	ODOT	Hooley
	OR 99W/McDonald intersection	Construction	City of Tigard	Wu
OTHER	Historic Columbia River Highway trail	Construction	ODOT/OPRD	Blumenauer/Walden
	US 26 safety improvements (Clackamas County)	Construction	ODOT	Blumenauer
	US 26/OR 47 Staley's Junction interchange	Construction	ODOT	Wu
	US 30 Clatskanie River Bridge to Swedetown Overpass	Construction	City of Clatskanie	Wu
Project of National and Regional Significance				
	I-5 Columbia River Crossing	Construction	ODOT/WSDOT	Blumenauer/Baird

2010-2013 Regional Flexible Fund - Step 2 Local Projects


	Project name	Agency	Request (2012 dollars)
Regional mobility corridors			
1st tier	NE/SE Twenties Bikeway: Lombard - Springwater Trail	City of Portland	\$2,097,850
	Bus Stop Development & Streamline Program	TriMet	\$3,640,874
	Hogan/NE 242nd Dr: Glisan - Stark	City of Gresham	\$3,213,308
2nd tier	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	THPRD	\$2,692,830
	Farmington Road at Murray Blvd Intersection	City of Beaverton	\$4,002,099
	40 Mile Loop: Blue Lake Park - Sundial Rd	City of Fairview	\$2,322,421
3rd tier	Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	City of Lake Oswego	\$1,742,926
Mixed-use area implementation			
1st tier	SW Rose Biggi: Hall - Crescent	City of Beaverton	\$2,758,238
	102nd Ave: NE Glisan - SE Washington	City of Portland	\$5,000,000
	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	City of Oregon City	\$3,918,288
2nd tier	Red Electric Trail: SW 30th - SW Vermont	Portland Parks	\$1,929,183
	N Fessenden/St Louis: Columbia Way - Lombard	City of Portland	\$2,159,431
	Killingsworth: N Commercial - NE MLK Jr Blvd	City of Portland	\$2,354,093
3rd tier	SE Division: 6th - 39th	City of Portland	\$2,500,000
4th tier	OR 43: Arbor Dr - Marylhurst Dr	City of West Linn	\$3,800,097
Industrial and employment area implementation			
1st tier	St Johns Rail Line (UP): N St Louis - N Richmond	Port of Portland	\$3,649,337
2nd tier	Evergreen Rd: 253rd Ave - 25th Ave	Washington County	\$2,763,700
Environmental enhancement and mitigation			
1st tier	School Bus Diesel Engine Emission Reduction	DEQ	\$2,100,000
2nd tier	Electronic Mini-Hybrid Bus Retrofit	TriMet	\$1,345,950
3rd tier	Transit Bus Diesel Engine Emission Reduction	TriMet	\$1,166,490
Project development			
	French Prairie Bridge: Boones Ferry Rd - Butteville Rd	City of Wilsonville	\$1,250,000
	Airport Way at 82nd Ave Intersection	Port of Portland	\$500,000
	SE 174th: Jennie - Giese	City of Gresham	\$222,500
	Council Creek Trail: Banks - Hillsboro	City of Forest Grove	\$448,650
	Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	Portland Parks	\$444,800
	SE Division: 96th - 174th	City of Portland	\$500,000
		Total Requests	\$58,523,065
		Available to Allocate	\$21,650,000

Bike/pedestrian projects shown in **bold**
Minimum of \$7.2 million to be allocated to bike/pedestrian projects.



Regional Infrastructure Analysis


September 11, 2008



Regional Infrastructure Analysis

Purpose of the Analysis:


- Identify region's current and 2040 infrastructure needs
- Assess costs for a variety of infrastructure types
- Explore strategies and options



Infrastructure Types

Vibrant communities require a range of infrastructure types:

- ◆ **Pipes, pavement and wires:** transportation, transit, sewer, water, stormwater, and energy
- ◆ **Spaces and structures:** urban parks and greenspaces, parking, schools, civic buildings and facilities (including police and fire stations, libraries)



Regional Infrastructure Analysis

Infrastructure Finance

We're investing less in infrastructure than at any time in our history."

– Rep. Earl Blumenauer

- Federal spending continuing a decades-long decline
- State investments declining
- Local revenues limited



Regional Infrastructure Analysis

Findings:

- Significant deferred maintenance backlog
- Tens of billions in costs to expand capacity
- Existing funding mechanisms insufficient
- 30-year population growth estimate: one million more people



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Regional Infrastructure Analysis

Transportation:

- Largest single infrastructure expense
- 75 percent of existing budgets spent on maintenance and preservation
- Metro 2035 Regional Transportation Plan has a gap of \$7 billion





Regional Infrastructure Analysis

Water/Sewer:

- Rate system provides stable source for operations, but upfront capital is hard to obtain
- New treatment facilities and new sources of water needed
- Coordination of service, water reuse, and more compact development could reduce costs



Regional Infrastructure Analysis

Schools:

- Up to 225 new school facilities required by 2035
- Existing capacity and future demand not well aligned
- Cost of land and size of school facilities impacts siting
- Creative facility design, building reuse, and coordination would reduce facility cost estimates





Regional Infrastructure Analysis

Parks/Open Space/Civic Buildings:

- Urban park land increasingly important asset
- Region needs over 5,000 acres of new urban parks and over 8,000 acres of natural areas
- Urban amenities such as plazas and streetscapes support redevelopment
- Challenging to finance




Regional Infrastructure Analysis

Energy:

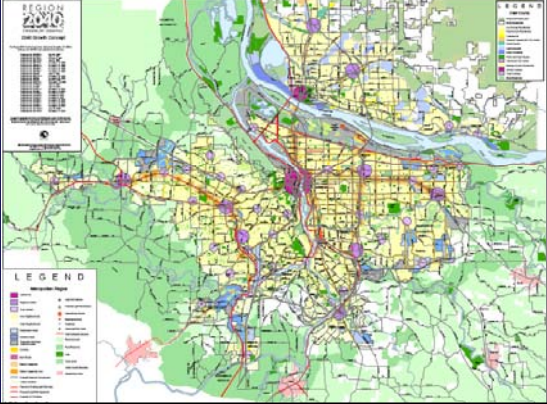
- Business as usual will require two to three new 400 MW power plants
- Demand management and pricing can help reduce peak demand
- Coordination with other service providers can increase efficiencies




 **Comparative Costs**

Return on Investment

How can we invest in infrastructure to get the greatest return?

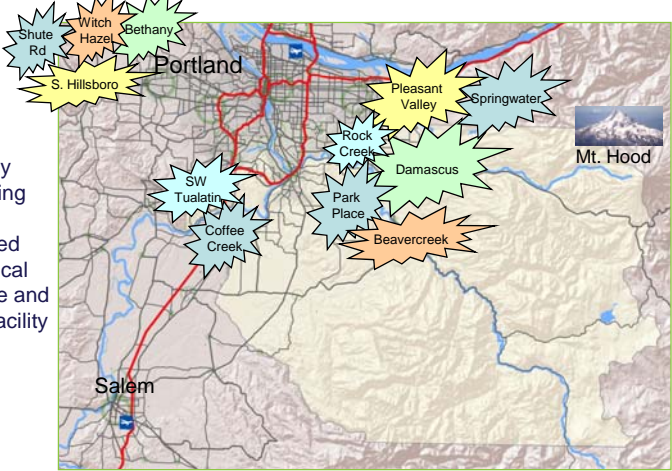


The map displays a regional area with various infrastructure elements and land use patterns. A legend in the bottom-left corner identifies different types of infrastructure, including roads, transit, and water services. The map shows a dense network of roads and transit lines, particularly around the central urban area, with water bodies and green spaces also visible.

 **Comparative Costs**

Case Studies

12 newly urbanizing areas evaluated using local land use and public facility plans.



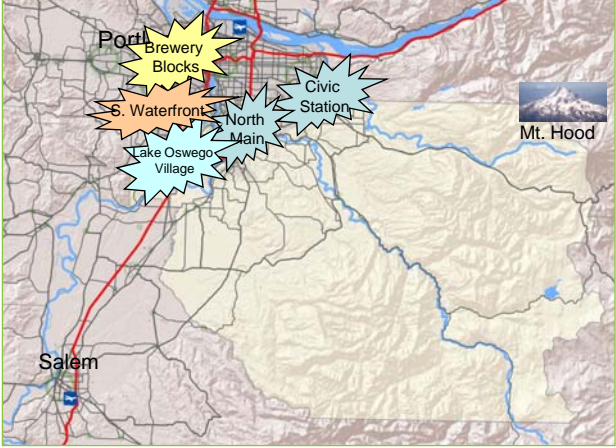
The map shows the urbanizing areas around Portland and Salem, Oregon. Twelve specific areas are highlighted with starburst callouts: Shute Rd, Witch Hazel, Bethany, S. Hillsboro, Pleasant Valley, Springwater, Rock Creek, Damascus, Mt. Hood, Park Place, Beaver Creek, Coffee Creek, and Tualatin. Major roads and the Willamette River are also shown.

METRO

Comparative Costs

Case Studies

Five urban areas evaluated using locally adopted land use and public facility plans or completed projects.




Portland Brewery Blocks
S. Waterfront
North Main
Lake Oswego Village
Civic Station
Salem
Mt. Hood

METRO

Comparative Costs

Analyzing infrastructure costs

Equivalent Dwelling Unit (EDU)



= one household
(2.5 residents)
= five jobs

One EDU

One household has about the same amount of infrastructure demand as 5 jobs.



Comparative Costs

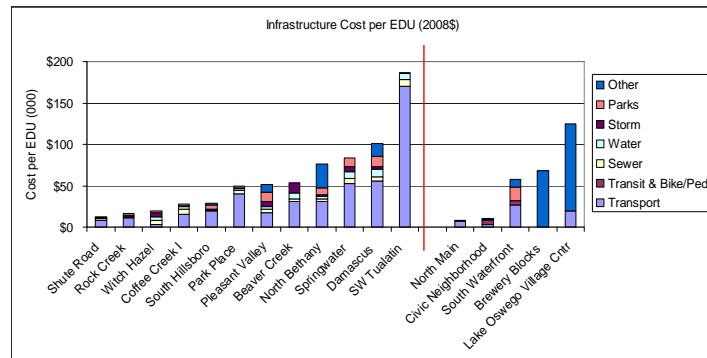
Newly urbanizing and urban area costs

- Wide variation from project to project
- Average capital cost per EDU
 - ◆ Newly urbanizing areas: \$75K
 - ◆ Urban redevelopment areas: \$51K
- Removing high cost outlier:
 - ◆ Newly urbanizing areas: \$72K
 - ◆ Urban redevelopment areas: \$31K
- Regional costs are not included
 - ◆ Higher commute distances in newly developing areas increase costs further



Comparative Costs

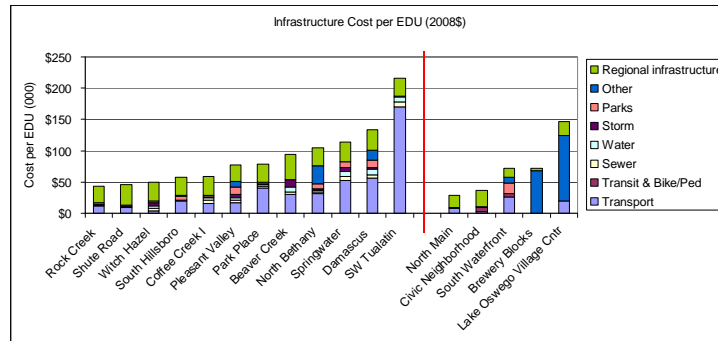
Local/Community Infrastructure Cost Per EDU





Comparative Costs

Total Costs: Regional & Local/Community Costs Per EDU

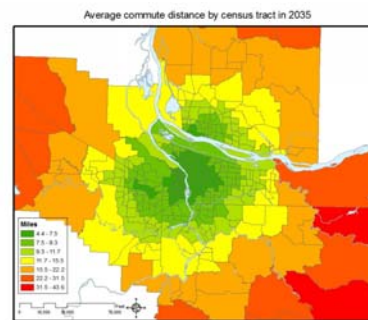


Comparative Costs

Regional Costs

An estimate of costs for regional projects:

- Transit (10%)
- Roads, bridges (66%)
- Marine, air (5%)
- Public facilities (17%)



Regional transportation costs are assigned to census tracts using average commute distance.

Port and public facility costs are assigned on a flat per EDU basis.



Growth and Infrastructure

Cannot Afford Business As Usual

- Expanding services to urbanizing areas increasingly difficult and costly
- Most growth will occur in existing communities
- Investments will directly impact community livability
- Focus of future infrastructure work:
 - Supporting new investment strategies
 - Efficiency & innovation in service delivery
 - Exploring demand management strategies



Solutions

Next steps

- Ongoing regional public engagement process
- Upcoming “Framing Choices” events
 - Urban/Rural Reserves
 - 2035 Regional Transportation Plan
 - Urban Growth Report
- Ideas for Revenue Task Force
 - Infrastructure finance
 - Removing restrictions on local finance
 - Supporting local and regional solutions

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REGIONAL INFRASTRUCTURE ANALYSIS

JULY 2008



COGAN
OWENS
COGAN

FCS GROUP
Solutions-Oriented Consulting



Strategic Advisors:

J. Ned Dempsey, John Petersen, Karen Williams

[CLICK HERE FOR REPORT](#)

EXECUTIVE SUMMARY

As a number of recent incidents have graphically illustrated, the United States faces an infrastructure crisis of epic proportions. Congressman Earl Blumenauer has observed that the nation has no plan for building the roads, bridges, water and sewer lines, energy facilities, and other physical projects that support our communities.

"We're losing this battle," says Blumenauer. "We're investing less in infrastructure than in any time in our history."



The Portland region is not immune to this serious problem. Past plans that guided investments are outdated. The lack of adequate financing mechanisms has led to maintenance being postponed and neglected. Despite widespread recognition that sound infrastructure is critical to maintaining and enhancing regional economic growth, competitiveness, productivity and quality of life, current approaches to the planning, development and financing of critical community support systems are not working.

To make matters worse, approximately one million more people are expected to live in the seven-county Portland metropolitan area within thirty

JULY 2008



years. The estimated cost of building the public and private facilities needed to accommodate growth in jobs and housing in the three-county Portland region through 2035 is \$27-41 billion. Traditional funding sources are expected to cover only about half that amount. Even if the region does not experience this projected growth, \$10 billion is needed just to repair and rebuild our existing infrastructure.

Systems development charges, gas taxes and other revenue sources are not keeping pace with rising infrastructure costs, while voter-approved tax limitations and other ballot initiatives have crippled the ability of communities to fund these services. Rate-funded services tend to enjoy more stable and predictable funding, but can face significant difficulties in obtaining large amounts of up-front capital needed to make major improvements or expand capacity.



All of this leads to one unavoidable conclusion: we cannot continue to do things as we have in the past. New and creative solutions are essential.

FALL 2008

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GreenScene



Your fall guide to
great places and
green living

www.oregonmetro.gov



amble
gather
thank
paddle
plant
teach
breathe

An Invitation from Rex Burkholder and Alice Norris

We can only see a short distance ahead, but we see plenty there that needs to be done.
Alan Turing

During the next two years, regional and local leaders must answer these questions:

- **What investments are needed to create jobs and livable communities?**
- **What transportation improvements are needed and how do we fund them?**
- **Where and how will the Portland metropolitan region grow during the next 40 to 50 years?**

You're invited to join the conversation

The Future is Here: Is Business As Usual Good Enough?

Wednesday, October 8, 2008

4:00 to 7:00 p.m.

Oregon Convention Center

*Moderator: **Gail Achterman,***

*Director, Institute for Natural Resources, Oregon State University and
Chair, Oregon Transportation Commission*

*Keynote speaker: **Arthur (Chris) Nelson,***

*newly appointed Presidential Professor at the University of Utah and
an authority on urban sustainability*

Who will live in our communities in the future?

How do we position ourselves to effectively deal with the challenges of the 21st century?

RSVP by October 1 to Matt Craigie, Matthew.Craigie@oregonmetro.gov or (503) 797-1881

Alice Norris
Chair, Metro Policy Advisory Committee
Mayor, Oregon City

Rex Burkholder
Chair, Joint Policy Advisory Committee on
Transportation
Metro Councilor

Bike Commute Challenge September 2008

Metro Council Commute Challenge

8:30 to 10:30 a.m.
Tuesday, Sept. 16
Metro, 600 NE Grand Ave.

In celebration of the 2008 Bike Commute Challenge, the Metro Council invites Metro employees and local public officials and employees to participate in a special one-day **Councilor Commute Challenge**.

Join Metro Councilors as they start their day biking to work. The finish line at Metro will be open from 8:30 to 10:30 a.m. with plenty of **coffee, donuts, fresh fruit and bike resources to enjoy**.



Take TriMet as part of your bicycle commute. Visit www.oregonmetro.gov/bike for bike resources such as maps, route planning from byCycle.org and sustainable living tips.

Sponsored by



7:30 P.M. WEDNESDAY SEPT. 24, 2008

TROY RUSS

Rebalancing roadways to build sustainable communities

Troy Russ has extensive experience providing public and private clients with integrated land use and transportation strategies, with implementation focused design solutions for revitalizing urban and suburban environments. He will focus on transportation solutions that are sensitive to both urban and rural contexts.

About Troy Russ, AICP

Troy is the director of the Urban Design and Transportation Practice Group with Glatting Jackson Kercher Anglin, Inc., a community planning and design firm. His work experiences include guiding regional growth strategies around premium transit investments in Edmonton, Canada and Charlotte, North Carolina, and facilitating community oriented highway rebalancing projects in Chattanooga, Tennessee and Trenton, NJ. He is a regular panelist for the NEA's Mayor's Institute on City Design, and is a leading member of Congress for the New Urbanism.



Metro Regional Center

Council Chamber
600 NE Grand Ave., Portland

Trimet bus 6 and MAX light rail
Northeast Seventh Avenue stop.
Covered bicycle parking is available
near the main entrance.

Free and open to the public

This lecture is part of Metro's
Transportation Speaker Series.
Reservations are not required.
For more information, call 503-797-1543
or visit www.oregonmetro.gov.



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