

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL INFORMAL MEETING
DATE: February 18, 2003
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|-----------|----|---|------------------------------|
| 2:00 p.m. | 1. | SALEM LEGISLATIVE REPORT | Cooper |
| 2:15 p.m. | 2. | DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, FEBRUARY 20, 2003. | |
| 2:30 p.m. | 3. | MTIP POLICY DISCUSSION | Cotugno/Brandman/
Kloster |
| 3:10 p.m. | 4. | UPCOMING BUDGET REVIEW PROCESS | Williams |
| 3:45 p.m. | 5. | COUNCILOR COMMUNICATION | |

ADJOURN

2003 – 72nd Oregon Legislative Assembly—Regular Session
Metro Review Log as of 2/18/03 2/18/03 11:40 AM
[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
1.	M		Revenue Task Force	METRO					
2.	M	HB 2036	Waste Tires	House Interim Committee on Transportation for Interim Task Force on Tire Recycling	Establishes Waste Tire Recycling Board. Specifies membership and duties. Directs Governor to appoint five members to board. Establishes waste tire recycling goals.	METRO	1	Support	
3.	M	HB 2037	Waste Tires; Creating New Provisions; amending ORS 459.775 and 459A.115; and Appropriating Money	House Interim Committee on Transportation for Interim Task Force on Tire Recycling	Establishes statewide recycling and recovery goal for waste tires. Modifies purposes for which Waste Tire Recycling Account may be used. Directs Environmental Quality Commission to increase per-ton fee if statewide goal for waste tires is not met.	METRO	1	Support	
4.	M	HB 2038	Waste Tire Recycling Account; amending ORS 459.775	House Interim Committee on Transportation for Interim Task Force on Tire Recycling	Directs Department of Environmental Quality to use moneys in Waste Tire Recycling Account for waste tire market development and education and outreach.	METRO	1	Support	
5.	G	HB 2097	Public Contracts; Creating New Provisions; and amending ORS 279.312, et al.	Attorney General Hardy Myers for Department of Justice	Requires certain conditions in public improvement contracts and bid documents. Eliminates certain conditions in other public contracts. Modifies public contract conditions relating to hours of labor.				
6.	G	HB 2131	Governmental Finance; Creating New Provisions; and amending ORS 190.080, 221.410, 223.230, 271.390, 286.061, 287.006, 287.012, 288.165, 288.815, 288.845, 294.326, 294.483, 295.005, 305.410, 305.580, 305.583,	State Treasurer Randall Edwards for Oregon Municipal Debt Advisory Commission	Authorizes state and local government issuers of bonds to enter into agreement for exchange of interest rates. Declares obligation of governmental unit, backed by full faith and credit and taxing power, to be enforceable contract and commits governmental unit to raise sufficient revenue to repay obligation. Grants exclusive jurisdiction to tax court to determine whether use of proceeds of bonded indebtedness is authorized.	N/A	N	N/A	

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			305.587, 305.589, 310.140 and 328.205		Authorizes expenditure of revenue raised by local option tax beyond period of years during which local option tax may be levied. Modifies authority of state and local governments to issue and administer bonds.				
7.	G	HB 2136	Investment Maturity; amending ORS 294.135	State Treasurer Randall Edwards	Clarifies maturity date restrictions of certain investments made by local governments.				
8.	G	HB 2172	Self-Insurance Programs Managed By Public Employees' Benefit Board; amending ORS 243.105, 243.145, 243.167, 243.285 and 292.051	Governor Kulongoski for Oregon Dept. of Administrative Services	Grants Public Employees' Benefit Board explicit authority to provide self- insurance programs. Permits deductions from state employees' wages to pay for self-insurance benefits under rules, procedures and directions of board.				(SB 906 from 2001 71 st Oregon Leg. Assembly and SB 140 from 1999 70 th Oregon Leg. Assembly Regular Session)
9.	G	HB 2187	Urban Renewal; Creating New Provisions; amending ORS 310.150; and Prescribing An Effective Date	Governor Kulongoski for Oregon Dept. of Revenue	Requires urban renewal revenues raised through special levy or through division of tax to be categorized as general government property taxes for purposes of constitutional limitation on property taxes. Applies to property tax years beginning on or after July 1, 2002. Takes effect on 91st day following adjournment sine die.	N/A	N	N/A	

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10.	G	HB 2250	Emergency Services; Creating New Provisions; and amending ORS 195.260, 401.025, et al., 453.307, 453.342, et al., 465.505, 466.635, 469.533, 824.088 and 837.035 and Sections 12, 13, 14, 15, 16, 17 and 18, Chapter 533, Oregon Laws 1981, and Sections 1, 3, 4, 5, 6 and 9, Chapter 740, Oregon Laws 2001	Governor Kulongoski for Dept. of State Police	Creates Department of Emergency Management. Transfers duties, functions and powers from Office of Emergency Management of Department of State Police to Department of Emergency Management. Abolishes Office of Emergency Management of Department of State Police.	N/A	N	N/A	
11.	G	HB 2267	Tourism; Creating New Provisions; amending ORS 285A.255, et al. and 305.824; Repealing ORS 285A.270, 285A.273, 285A.276 and 285A.285; Appropriating Money; Prescribing An Effective Date; and Providing For Revenue Raising That Requires Approval By A Three-Fifths Majority.	Governor Kulongoski for Economic and Community Development Dept.	Establishes state transient lodging tax. Continuously appropriates moneys for tourism marketing programs. Prohibits new or increased local transient lodging taxes. Excepts new or increased local transient lodging taxes used for tourism promotion or tourism-related facilities. Converts Oregon Tourism Commission to semi-independent state agency status. Revises duties and purposes of commission. Modifies composition of commission. Transfers state transient lodging tax revenues from State Treasury to account managed by commission. Takes effect on 91st day following adjournment sine die.				
12.	G	HB 2310	Security Measures; amending ORS 192.660	Rep. Williams for League of Oregon Cities	Authorizes governing body of public body to discuss security measures in executive session.				2/18/03 Doug Riggs: 3/03/03 public hearing, 1:00 pm, Room 357

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13.	G	HB 2425	Disclosure of Information about security; creating new provisions; amending ORS 1.760, 9.568, 161.390, 192.501, 192.502, 192.690, 418.747, 469.030, 469.080, 469.410 and 757.720; and declaring an emergency	Judiciary Committee	Exempts from disclosure under public records law public body's plan in connection with threat against individual or public safety. Exempts from disclosure under public records law records or information that would identify measures pertaining to security of individual or property and about review or approval of security programs for sources of energy, communications and dangerous substances. Excepts from public meetings law portions of meetings that discuss information about review or approval of security programs for sources of energy, communications and dangerous substances. Declares emergency, effective on passage.				2/18/03 Doug Riggs: 3/03/03 public hearing, 1:00 pm, Room 357
14.	G	HB 2595	Taxation; repealing ORS 306.815; and prescribing an effective date	Rep. Kafoury (at the request of Oregon HOME)	Repeals prohibition on real estate transfer taxes. Takes effect on 91 st day following adjournment sine die.				
15.	G	HB 2651	Special election; appropriating money; and declaring an emergency	Revenue Committee	Sets procedure for statewide special election on ____ Joint Resolution ____ (2003) (LC 2374). Appropriates moneys from General Fund to Secretary of State for expenses of submitting measure to people at special election to be held on May 20, 2003. Declares emergency, effective on passage.				
16.	G	HB 2653	Tourism; creating new provisions; amending ORS 285A.255, 285A.261, 285A.264, 285A.267,	Revenue Committee (at the request of League of Oregon Cities)	Establishes state transient lodging tax. Continuously appropriates moneys for tourism marketing programs. Permits transient lodging providers to retain collection reimbursement charges for state or local transient lodging taxes.				

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			285A.279, 285A.282, 285A.288 and 305.824; repealing ORS 285A.270, 285A.273, 285A.276 and 285A.285; appropriating money; prescribing an effective date; and providing for revenue raising that requires approval by a three-fifths majority		Converts Oregon Tourism Commission to semi-independent state agency status. Revises duties and purposes of commission. Modifies composition of commission. Transfers state transient lodging tax revenues from State Treasury to account managed by commission. Takes effect on 91st day following adjournment sine die.				
17.	G	HB 2658	Disclosure of Social Security numbers; amending ORS 192.502		Exempts public employee and volunteer Social Security numbers from disclosure under public records law.				
18.	G	HJR 9		Rep. Shetterly, Williams	Proposes amendment to Oregon Constitution relating to proposed initiative amendments to Constitution. Directs ballot for initiative amendments to Constitution to allow voters to approve, reject or direct proposed initiative amendment to Legislative Assembly. Allows Legislative Assembly to refer, reject or take no action on proposed initiative amendment, or to refer alternative proposed law or constitutional amendment to people. Directs Secretary of State to place proposed initiative amendment to Constitution on ballot if Legislative Assembly rejects or takes no action on proposed initiative amendment or refers alternative law or alternative constitutional amendment to people. Specifies that if both proposed initiative amendment to Constitution and referred alternative law or referred alternative constitutional amendment appear on				

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					ballot in same election, measures must be identified as alternatives to each other. Further specifies that if both measures are approved by vote of people, only measure receiving highest number of affirmative votes is enacted. Provides for modification of certain effective date provisions contained in proposed initiative amendments to Constitution. Refers proposed amendment to people for their approval or rejection at next regular general election.				
19.	G	SB 017	Rights Of Persons With Disabilities To Public Services	Joint Interim Committee on Judiciary for Oregon Advocacy Center	Makes public bodies and officers, employees and agents of public bodies subject to action under Title II of Americans with Disabilities Act.				
20.	G	SB 061	Taxation By Units Of Local Government; and Prescribing An Effective Date	Sen. Beyer for Oregon Restaurant Assoc.	Prohibits unit of local government from imposing industry-specific sales tax. Permits collection of otherwise prohibited tax if ordinance or other law imposing tax took effect or became operative before January 1, 2003. Takes effect on 91st day following adjournment sine die.				
21.	G	SB 062	Taxation By Units Of Local Government; and Prescribing An Effective Date	Sen. Beyer for Oregon Restaurant Assoc.	Prohibits unit of local government from imposing sales tax on meals prepared and sold inside boundaries of unit of local government. Permits collection of otherwise prohibited tax if ordinance or other law imposing tax took effect or became operative before January 1, 2003. Takes effect on 91st day following adjournment sine die.				

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22.	G	SB 096	Public Agencies [contracts from competitive bid and proposal req.; Creating New Provisions; and amending ORS 279.015, 279.027, 279.322, 279.323 and 279.722	Sen. Beyer	Exempts contracts between certain public agencies from competitive bid and proposal requirements. Requires bid submitted to public contracting agency by state agency to include all costs associated with bid.	N/A	N	N/A	
23.	G	SB 161	Vending Facilities On Public Property; Creating New Provisions; and amending ORS 346.520	Gov. Kulongoski for the Commission for the Blind	Prohibits state agencies from charging Commission for the Blind for costs of rent or utilities for vending facilities operated by commission.				
24.	G	SB 243	Discontinuance Of Cemeteries; amending ORS 97.440 and 97.450	Gov. Kulongoski for State Parks & Recreation Dept.	Modifies notification requirement for discontinuance of certain cemeteries. Requires prior approval of Oregon Pioneer Cemetery Commission for discontinuance of pioneer cemeteries.	N/A	N	N/A	
25.	G	SB 259	Notice to public body about request to inspect public record that relates to claim against public body; creating new provisions; and amending ORS 192.420	Sen. Burdick (at the request of City of Portland)	Requires person requesting inspection of public record that person knows relates to claim against public body to notify attorney for public body of request.				
26.	G	SB 359	Development of Oregon's workforce; creating new provisions; amending ORS 660.324; appropriating money; and	Sen. Deckert, Rep. Butler (at the request of Oregon Council on Knowledge and Economic Development	Directs Department of Community Colleges and Workforce Development to develop and implement integrated statewide workforce strategy. Appropriates moneys from General Fund to Department of Community Colleges and Workforce Development for purpose				

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For complete content of Measure / Bill go to: www.leg.state.or.us

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			declaring an emergency		of developing and implementing integrated statewide workforce strategy. Requires State Workforce Investment Board to ensure federal and state grants and programs are adequately used for workforce development. Declares emergency, effective July 1, 2003.				
27.	G	SB 411	Prevailing rates of wages; creating new provisions; and amending ORS 279.352 and 279.354	Business and Labor Committee (at the request of Bureau of Labor and Industries)	Requires specifications for subcontracts for public works to contain provisions on prevailing rates of wage. Prohibits public contracting agency from paying contractor on public works until contractor files certified payroll statements with agency. Prohibits contractor from paying subcontractor on public works until subcontractor files certified payroll statements with agency.				
28.	G	SJR 8		Sen. Morrisette	Proposes amendment to Oregon Constitution to prohibit Legislative Assembly from preempting or restricting, by general civil law, local legislation that relates to matters of predominantly city or county concern and that are within scope of powers granted by city or county charter. Refers proposed amendment to people for their approval or rejection at next regular general election.				
29.	INF		Conservation Incentives						1/24/03: Washington County has indicated that they were pursuing a similar effort. Thus, we will join forces to work on the legislation.

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30.	LU	HB 2100	Land Use Planning For High Technology Industry	House Special Task Force on Jobs and the Economy	Requires local governments to adopt 20- year forecast of land and public facility needs for high technology industry. Requires corresponding amendments to local comprehensive plans, functional plans and land use regulations to accommodate needs identified in forecast.	N/A	1	N/A	
31.	LU	HB 2137	Compensation For Loss Of Property Value Resulting From Land Use Regulation	Joint Interim Committee on Natural Resources	Allows owner of private real property to claim compensation for land use restriction or reinterpretation that limits or prohibits use of property and decreases fair market value of property by more than 10 percent. Creates exception to right to compensation for certain land use restrictions. Authorizes owner of lawfully created lot or parcel to build single-family dwelling or divide lot or parcel if owner could have built dwelling or divided lot or parcel when owner acquired lot or parcel but is prevented by land use restriction or reinterpretation enacted, adopted or applied before November 7, 2000.	N/A	1	N/A	Son of Measure 7 Committee Chair Bill Garrard has appointed Dan Cooper to be a member.
32.	LU	HB 2253	Division Of State Lands Fees; amending ORS 196.810, 196.815 and 196.850	Governor Kulongoski for Division of State Lands	Modifies and restructures schedule of fees for Division of State Lands removal and fill program. Exempts habitat restoration projects from removal and fill permit fees. Subjects emergency authorizations for removal and fill to permit fee structure. Allows 45 days to submit payment after emergency authorization. Establishes fee for action taken under general authorization. Declares emergency, effective July 1, 2003.	N/A	N	N/A	2/13/03 Doug Riggs: 2/18/03 House Water public hearing, 9:40 am, Room HR B

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33.	LU	HB 2293	Wetlands; Creating New Provisions; and amending ORS 196.620	Former Rep. Al King	Allows local governments and riparian landowners to create and use mitigation banks. Authorizes local governments to compensate riparian landowners.				
34.	LU	HB 2431	Wetlands; creating new provisions; and amending ORS 196.615, et al.	Rep. Kropf	Allows person seeking permit to remove material from or fill waters of state to pay money into Oregon Wetlands Mitigation Bank Revolving Fund Account instead of obtaining permit. Specifies replacement ratio for mitigating wetland loss. Specifies that Director of Division of State Lands has burden to prove that wetlands exist on property for which permit is sought. Allows person to seek writ of mandamus to force Division of State Lands to make final decision on permit application after 90 days.				
35.	LU	HB 2456	Allocation of conserved water; creating new provisions; amending ORS 537.460, et al. and declaring an emergency	Rep. Jenson	Modifies provisions relating to voluntary program for allocation of conserved water. Allows person or group of persons implementing measures prior to application for allocation of conserved water to apply for allocation if measure was implemented within five years of application. Declares emergency, effective on passage.				
36.	LU	HB 2515	Soil and water conservation districts; creating new provisions; and amending ORS 541.379	Sen. Kruse	Directs Oregon Watershed Enhancement Board to provide funding from Watershed Improvement Operating Fund for positions in soil and water conservation districts. Specifies that persons employed in positions funded by board perform functions relating to restoration and protection of native salmonid populations, watersheds, fish and wildlife habitats and water quality				

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37.	LU	HB 2549	Vertical housing zones	Rep. Zauner	Prohibits Director of Economic and Community Development Department from designating vertical housing development zone or Economic and Community Development Department from certifying zone for property tax exemption.				
38.	LU	HB 2610	Appeal of Local Land Use Decision; creating new provisions; and amending ORS 197.829	Rep. Kruse	Places burden on local government on appeal of local land use decision to demonstrate that its decision is in compliance with applicable legal requirements.				
39.	LU	HB 2611	Nonagricultural resources in exclusive farm use zones	Rep. Kruse	Requires counties to identify proposed nonagricultural land uses and resources in exclusive farm use zone that conflict with agricultural uses and mitigate effects of those nonagricultural uses and resources.				
40.	LU	HB 2614	Buildable land supply; creating new provisions; and amending ORS 197.296 and 197.299	Rep. Kruse	Changes planning period for buildable land supply inside urban growth boundary.				
41.	LU	HB 2617	Buildable land supply with urban growth boundary; and declaring an emergency	Committee on General Government (at the request of Oregon Association of Realtors)	Requires local governments to adopt regionally coordinated five-year and 20-year forecasts of retail services, office employment and major sectors of industrial employment. Requires necessary adjustments to comprehensive or functional plan or land use regulations. Declares emergency, effective on passage.				

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42.	LU	HB 2643	Housing in urban growth area; amending ORS 197.307	Rep. Hansen; Rep. Kafoury and Carter (at the request of City of Portland)	Allows city with population greater than 400,000 to regulate appearance or aesthetics of needed housing through discretionary approval criteria if housing has residential density of 30 or more dwellings units per acre.				
43.	LU	HJR 17	Joint Interim Task Force	Rep. G. Smith, Flores	Creates Joint Interim Land Use Planning Regionalization Task Force consisting of 15 members				
44.	LU	SB 082	Use Of State-Owned Lands; Creating New Provisions; and amending ORS 274.040	Sen. Messerle, Rep. Verger	Requires Division of State Lands to grant easement or license over submersible lands to person with permit from Water Resources Director if proposed use in permit is for irrigation or domestic use.				
45.	LU	SB 094	Applications for action by city; amending ORS 227.178 and 227.179	Sen. Ferrioli	Adds criteria for determining when application to city for discretionary permits and zone changes is deemed complete for purposes of time limit for action by city.				
46.	LU	SB 239	System development charges [SDCs]; creating new provisions; and amending ORS 223.299	Sen. Schrader	Adds schools and classrooms providing primary and secondary education to definition of capital improvement for which system development charges may be imposed. Allows system development charges collected as school improvement fee to be used to acquire land and construct school buildings and classrooms for development from which fee is collected. Allows exemption for affordable housing.				
47.	LU	SB 251	Applicability Of Needed Housing Requirements Based On Population Of City;	Senate Interim Rule 213.28 by order of the President of the Senate in conformance with	Applies provisions related to needed housing within urban growth boundary to cities outside metropolitan service district with population of fewer than 25,000.	N/A	N	N/A	2/18/03: A-Engrossed; ordered by the Senate 2/17/03 including Senate Amendments dated 2/17/03.

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			amending ORS 197.296	presession filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Governor Theodore R. Kulongoski for DLCD)					
48.	LU	SB 254	School facility planning; amending ORS 195.110	Sen. Schrader	Removes provision providing that school capacity cannot be sole basis for approval or denial of residential development application.				
49.	LU	SB 257	Expedited land divisions; amending ORS 197.360 and 197.380	Sen. Schrader	Limits requirements for expedited land divisions to qualified land divisions within metropolitan service districts.				
50.	LU	SB 293	State waterways; creating new provisions; and amending ORS 274.404 and 274.406	Sen. Ferrioli	Establishes process for development of recreational management plans with goal of reducing or eliminating conflict between recreational users of waterways and riparian landowners. Directs Division of State Lands to gather information on conflicts between recreational users and riparian landowners. Directs Division of State Lands to establish local working group to develop draft plan if pattern of conflict exists. Specifies membership of working groups. Prohibits State Land Board from directing Division of State Lands to make determination of navigability if division is developing or implementing recreational management plan.				

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51.	LU	SB 294	Wetlands; amending ORS 196.810	Sen. Ferrell	Modifies provisions relating to permit requirements for removal and fill activities conducted within essential indigenous anadromous salmonid habitat.				
52.	LU	SB 295	Recreational use of waterways; creating new provisions; and amending ORS 105.672	Judiciary Committee	Specifies public right to recreational use of waterways. Establishes categories of waters. Delineates extent of right of use for each category. Allows State Land Board to adopt rules governing recreational use of waterways.				
53.	LU	SB 317	Water rights; amending ORS 537.170 and 540.510	Sen. Beyer	Prohibits transfer of water rights for agricultural use to nonagricultural use. Requires Water Resources Commission or Water Resources Director to determine whether water is available for appropriation by determining whether water is available for demands 50 percent of time				
54.	LU	SB 378	Recovery of fees paid for local appeal of land use decision; creating new provisions; and amending ORS 215.422, 215.431 and 227.180	Judiciary Committee	Requires local government to refund or reimburse appeal fee and transcript costs incurred by person who successfully appeals local land use decision.				
55.	LU	SB 399	Wetlands; creating new provisions; amending ORS 215.213 & 215.283	Sen. Messerle, Rep. Krieger; Sen. Beyer (at the request of Coos County)	Removes creation, restoration or enhancement of wetlands from outright permitted uses of land in exclusive farm use zone. Authorizes creation, restoration or enhancement of wetlands in exclusive farm use zone subject to adoption of exception to statewide planning goal preserving agricultural lands. Authorizes compensatory				

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					wetlands mitigation as outright permitted use in exclusive farm use zone.				
56.	P	HB 2001	Crediting Of Accounts Of Certain Members Of PERS; Creating New Provisions; and amending ORS 238.255	PERS	Prohibits Public Employees Retirement Board from crediting accounts of Tier One members with earnings in excess of assumed interest rate.	N/A	N	N/A	1/26/03: Do pass with amendments and be printed A-Engrossed 1/24/03.
57.	P	HB 2008	PERS plan; creating new provisions; amending ORS 1.290, 169.810, 192.502, 196.165, 238.035, et al., 243.105, et al., 268.240, 338.135, 341.290, 353.117, 353.250, 377.836, 396.330, 576.306, 656.725 and 777.775; appropriating money; and declaring an emergency	PERS	Establishes Public Employee Successor Retirement Plan for persons hired on or after January 1, 2004, who have not established membership in Public Employees Retirement System before January 1, 2004. Provides that successor plan be defined benefit plan. Declares emergency, effective on passage.				2/14/03 Doug Riggs: 2/18/03 and 2/20/03 public hearings, 3:00 pm, Room HR E
58.	P	HB 2020	PERS plan; creating new provisions; amending ORS 1.290, 192.502, 196.165, 238.035, et al., 243.105, et al., 268.240, 338.135, 341.290, 353.117, 353.250, 377.836, 396.330, 576.306, 656.725 and 777.775; appropriating money; and declaring an	PERS	Establishes Public Employee Successor Retirement Plan for persons hired on or after January 1, 2004, who have not established membership in Public Employees Retirement System before January 1, 2004. Provides that successor plan be defined contribution plan. Declares emergency, effective on passage.				2/14/03 Doug Riggs: 2/18/03 public hearing, 3:00 pm, Room HR E and 2/20/03 public hearing, 3:00 pm, Room HR E

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2003 – 72nd Oregon Legislative Assembly—Regular Session
Metro Review Log as of 2/18/03 2/18/03 11:40 AM
[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
			emergency						
59.	P	HB 2130	Health Insurance For Retirees Of Local Government; Creating New Provisions; amending ORS 243.303	Rep. Backlund	Eliminates requirement that retired local government employees be charged health insurance premium according to certain categories				
60.	P	HB 2375	PERS and Declaring An Emergency	Rep. Kruse	Provides that person who establishes membership in Public Employees Retirement System on or after effective date of Act has no contract rights in system. Declares emergency, effective on passage.				
61.	P	HB 2400	Benefits Payable To Members Of PERS	PERS Committee	Allows active or inactive member of Public Employees Retirement System to transfer amounts credited to member in Public Employees Retirement Fund to any new defined contribution plan established by Legislative Assembly after January 1, 2003. Provides that upon transfer by member, Public Employees Retirement Board transfers to credit of member under new plan additional amount equal to __ percent of account, to be paid from employer contributions. Specifies that member making transfer is entitled only to benefits provided under new defined contribution plan.				
62.	P	HB 2421	PERS	Rep. Backlund; Brown, Doyle, T Smith, Williams, Zauner	Allows public employer participating in Public Employees Retirement System to employ retired member of system for period not to exceed five years without limitation on number of hours worked by retired member in calendar year. Requires that retired member contribute six percent of salary for deposit to employer reserves. Prohibits employer				

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2003 – 72nd Oregon Legislative Assembly—Regular Session
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[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
					contributions for retired members so employed. Limits number of retired members that may be employed to 10 percent of all employees of public employer.				
63.	P	HB 2633	PERS; relating to crediting of accounts of certain members of PERS; and declaring an emergency	Rep. Kropf	Prohibits Public Employees Retirement Board from crediting account of new members with earnings in excess of four percent. Declares emergency, effective on passage.				
64.	P	HB 2635	PERS	Rep. Kropf	Allows active member of Public Employees Retirement System to withdraw all amounts credited to member in Public Employees Retirement Fund. Allows withdrawal only if amounts withdrawn are paid directly into qualified retirement plan that is able to accept amounts as pretax rollover. Provides that person making withdrawal ceases to be member of system, forfeits all membership rights and may not thereafter become member of system. Authorizes public employer that employs withdrawing member to enter into agreement that provides for payment of contributions by public employer to alternate retirement plan.				
65.	P	SB 258	PERS	Sen. Ferrioli and Knopp	Allows member of Public Employees Retirement System who is vested but inactive to receive 150 percent of member account balance if member withdraws account on or after _____, _____ and before _____, _____.				
66.	SW	HB 2158	State Government	Governor Kulongoski	Revises intent of Legislative Assembly	N/A	N	N/A	2/17/03 Doug Riggs:

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2003 – 72nd Oregon Legislative Assembly—Regular Session
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[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
			Recycling Programs; amending ORS 182.375, 279.573, 279.621, 279.630 and 279.635; and Repealing ORS 279.640 and 279.645	for Oregon Dept. of Administrative Services	regarding state recycling programs. Authorizes Oregon Department of Administrative Services to contract as necessary for recycling of products collected for recycling by state government. Deletes requirement for separate recycling plan for Legislative Assembly. Deletes provisions concerning use of revenues or savings realized from recycling programs.				2/18/03 public hearing, 8:30 am, Room HR E
67.	SW	HB 2336	Hazardous Substances; amending ORS 453.402, 453.414, 465.381, 466.357, 468.220 and 468.501; and Repealing ORS 465.003, et al.	Rep. Butler	Repeals Toxics Use Reduction and Hazardous Waste Reduction Act.	N/A	1	N/A	
68.	SW	HB 2533	Hazardous substances; creating new provisions; and amending ORS 453.402	Rep. BUTLER (at the request of Northwest Propane Gas Association, Pacific Northwest Paint Council)	Exempts persons not required to file toxics use reduction and hazardous waste reduction plan from payment of fee for possession of hazardous substances.				2/18/03 Doug Riggs: 2/18/03 public hearing, 8:30 am, Room HR E
69.	SW	SB 095	Infectious Waste Disposal; amending ORS 459.386	Sen. Beyer	Exempts reusable syringes used in animal husbandry from infectious waste disposal requirements.				
70.	SW	SB 196	Hazardous Waste; Creating New Provisions; amending ORS 466.068, 466.165 and 466.990; Appropriating Money	Gov. Kulongoski for Dept. of Environmental Quality	Establishes Hazardous Waste Technical Assistance Fund. Specifies that certain penalties collected by Department of Environmental Quality be deposited into fund. Directs fund to be used for technical assistance and information program. Requires generators of hazardous waste to pay one-time processing fee for obtaining United	N/A	N	N/A	

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[PROPOSED] SENATE / HOUSE BILLS

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					States Environmental Protection Agency identification number. Directs Department of Environmental Quality to enter into negotiations with United States Environmental Protection Agency for purpose of gaining acceptance of technical assistance services as part of authorized program. Sets annual fee for hazardous waste generators based on metric tons of waste generated. Declares emergency, effective on passage.				
71.	T	HB 2041	Transportation; amending ORS 803.420; and Providing For Revenue Raising That Requires Approval By A Three-Fifths Majority	House Interim Committee on Transportation	Increases registration fees for certain vehicles.				
72.	T	HB 2139	Studded Tire Permits; and Prescribing An Effective Date	Road User Fee Task Force	Requires permit for use of studded tires. Establishes fees for permit based on county in which vehicle is registered. Punishes use of studded tires without permit by maximum fine of \$75. Dedicates revenue from permit fees to highway preservation. Takes effect on 91st day following adjournment sine die.	N/A	N	N/A	
73.	T	HB 2213	Highway Bonds; Creating New Provisions; amending ORS 286.051, 286.061, 366.542, 367.010, et al.; Repealing ORS 367.226, et al.; Appropriating Money; and Declaring An Emergency	Governor Kulongoski for Dept. of Transportation	Authorizes State Treasurer to issue grant anticipation revenue bonds backed by anticipated annual apportionment of federal transportation moneys. Authorizes use of bond proceeds and federal transportation moneys. Changes or repeals provisions related to issuing and selling bonds for building and maintaining highways. Declares emergency, effective on passage.				

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[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
74.	T	HB 2218	Flat Fees [vs. weight-mile tax; transportation]; amending ORS 319.690, 366.507, et al., 376.390, 825.020, et al. and Repealing ORS 825.480 and 825.482	Governor Kulongoski for Dept. of Transportation	Repeals option for certain persons to pay flat fees instead of weight-mile tax.	N/A	N	N/A	
75.	T	HB 2220	Transportation Facility Planning By Department Of Transportation; Creating New Provisions; and amending ORS 197.015 and 197.825	Governor Kulongoski for Dept. of Transportation	Excepts certain transportation facility planning by Department of Transportation from definition of land use decision.	N/A	N	N/A	
76.	T	HB 2367	Highway Funding; Creating New Provisions; amending ORS 319.020, 319.530, 366.524, 818.225, 825.476 and 825.480; and Providing For Revenue Raising That Requires Approval By A Three-Fifths Majority	AAA of Oregon, Associated Oregon Industries, Oregon Concrete and Aggregate Producers Association	Increases certain vehicle related taxes. Dedicates part of proceeds to payment of highway user bonds for bridge and highway modernization work and rest of proceeds to be split among cities, counties and state.	N/A	N	N/A	
77.	T	HB 2464	Fees for vehicle title; creating new provisions; and amending ORS 803.090	Rep. Hansen	Imposes additional fee for issuance of first Oregon title for certain vehicles. Requires moneys to be deposited in State Highway Fund				
78.	T	SB 083	Fees For Pilot Programs Of	Sen.-Elect Starr for Road User Fee Task	Authorizes Department of Transportation to structure fees for certain pilot	N/A	N	N/A	2/12/03 Doug Riggs: Will attend 2/13/03 8a hearing.

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[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
			Department Of Transportation; amending Section 3, Chapter 862, Oregon Laws 2001; & Prescribing An Effective Date	Force	programs to take account of highway congestion. Takes effect on 91st day following adjournment sine die.				
79.	T	SB 188	Fees For Vehicle Title Transactions; amending ORS 803.090	Gov. Kulongoski for Dept. of Transportation	Changes title fees for certain vehicles.	N/A	N	N/A	2/12/03 Doug Riggs: Will attend 2/13/03 8a hearing.

Summary by Category:

G	General Government	24
Inf	Infrastructure	1
LU	Land Use	26
M	Metro	4
P	PERS	10
SW	Solid Waste	5
T	Transportation	9
	Total	79

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M E M O R A N D U M

600 NORTHEAST GRAND AVENUE
TEL 503 797 1700

PORTLAND, OREGON 97232 2736
FAX 503 797 1794



METRO

DATE: February 18, 2002
TO: Council Members and Interested Parties
FROM: Tom Kloster, Transportation Planning Manager
SUBJECT: Metro Transportation Improvement Program (MTIP) Update

* * * * *

Attached, please find the following MTIP materials:

- Updated MTIP timeline
- Draft Staff Report and Resolution for the purpose of endorsing Metro applications for MTIP funds
- Overview of MTIP applications received from eligible jurisdictions
- MTIP solicitation packet (with Council funding criteria)
- MTIP funding for major corridors

DRAFT**METRO**

Transportation Priorities 2004-07 Updated Schedule

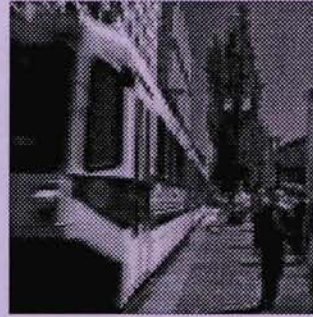
February 18	Metropolitan Transportation Improvement Program (MTIP) overview at Council Informal
February 27	Council consideration of resolution approving Metro applications for MTIP funding
February 27	Technical rankings reviewed at MTIP Subcommittee
February 28	Transportation Policy Alternatives Committee (TPAC) overview of technical rankings
March 6	Technical ranking review at MTIP Subcommittee
March 28	TPAC review of 150% list
April 8	Council Informal briefing on 150% list
April 9	Metro Policy Advisory Committee (MPAC) overview of MTIP evaluation criteria and 150% list
April 10	Joint Policy Advisory Committee on Transportation (JPACT) review of technical rankings and 150% list
April 10	Council-approved 150% list released and 30-day public comment period begins
April 14-18	Public listening posts held around the region
April 23	MPAC comments on MTIP 150% list submitted to JPACT and the Council
May 16	30-day public comment period on 150% list ends
May 20	Council Informal on Metro priorities for draft Transportation Priorities list
June 12	JPACT tentative action on final Transportation Priorities program, pending air quality analysis
June 19	Council tentative action on final Transportation Priorities program, pending air quality analysis

June/July	Air quality conformity determination conducted for final Transportation Priorities program
July 2003	30-day public comment period on air quality conformity analysis begins
August 2003	JPACT and Metro Council action on air quality conformity and adoption of Transportation Priorities 2004-07 program
October 2003	Priorities 2004-07 document published; obligation of FY 2004 funding begins

Investing in the 2040 Growth Concept Transportation Priorities 2004-07

September 24, 2002

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METRO

PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232-2736

Metro

People places • open spaces

Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth – things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and the Oregon Zoo. It also oversees operation of the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1502 (executive office) or (503) 797-1540 (council).

Metro's web site: www.metro-region.org

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. An auditor, also elected regionwide, reviews Metro's operations.

Executive Officer

Mike Burton

Auditor

Alexis Dow, CPA

Council

Presiding Officer

District 3

Carl Hosticka

Deputy Presiding Officer

District 4

Susan McLain

District 1

Rod Park

District 2

Bill Atherton

District 5

Rex Burkholder

District 6

Rod Monroe

District 7

David Bragdon



METRO

Transportation Priorities 2004-2007 Program

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Attachment E – Green Street Demonstration Project Checklist	
Attachment F – Pedestrian Project Checklist	
Attachment G – Local Public Involvement Checklist	

Metro Staff Contacts

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Boulevard Projects	Kim Ellis, senior transportation planner (503) 797-1617 ellisk@metro.dst.or.us
Freight Projects	John Gray, senior transportation planner (503) 797-1730 grayj@metro.dst.or.us
Green Street Projects	Ted Leybold, senior transportation planner (503) 797-1759 leyboldt@metro.dst.or.us
Pedestrian Projects	Kim Ellis, senior transportation planner (503) 797-1617 ellisk@metro.dst.or.us
Roadway Capacity Projects	Terry Whisler, senior transportation planner (503) 797-1747 whislert@metro.dst.or.us
TDM projects	Bill Barber, senior transportation planner (503) 797-1758 barberb@metro.dst.or.us
TOD Projects	Marc Guichard, senior regional planner (503) 797-1944 guichardm@metro.dst.or.us
Transit Projects	Ted Leybold, senior transportation planner (503) 797-1759 leyboldt@metro.dst.or.us

2004-07 Program Schedule

September 2002	Project solicitation begins Applications released September 23, 2002
December 2002	Project applications due December 20, 2002
February 2003	Technical rankings and draft environmental justice analysis released Public hearings held
February/March 2003	150 percent cut list recommendations released
March/April 2003	Public hearings held Final recommendation approved
May/June 2003	Air quality conformity determination Public hearing held STIP reporting and documentation
July 2003	Full MTIP adoption
October 2003	Obligation of FY 2004 funding begins

Introduction

A summary of the Transportation Priorities 2004-07 program and the application materials for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet. Electronic copies of this application packet are also available on Metro's website at www.metro-region.org/

The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these funds. Metro anticipates allocating approximately \$52 million of Surface Transportation Program (STP) and Congestion/Air Quality (CMAQ) grant funds.

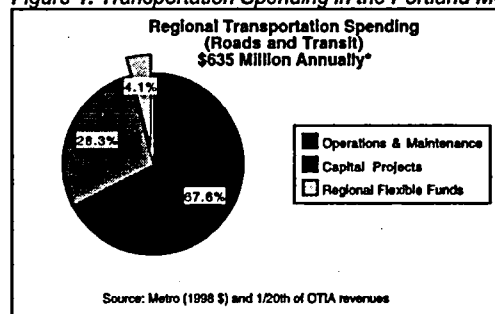
An outreach process preceded this allocation process to determine a policy objective for the allocation of regional flexible funding and to learn how the allocation process could be improved. The outreach process led to the adoption of Metro Resolution 02-3206, which includes policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 application process.

Applications are due to Ted Leybold by 5 p.m. on Friday, December 20, 2002.

Summary of Transportation Spending

Approximately \$635 million is spent on transportation in the metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and programs to manage or reduce demand for new facilities. Figure 1 shows how funds are spent in this region.

Figure 1. Transportation Spending in the Portland Metropolitan Region



Regional flexible funds represent \$26 million of this annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny because, unlike most sources of transportation revenue, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

In July 2002, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted new policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 application process. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending these funds represent, the wide range of transportation projects eligible to use these funds and 2040 policies to link transportation investments to land-use and economic goals.

The primary policy objective for the Transportation Priorities 2004-07 program is to leverage economic development in priority 2040 land-use areas through investments that support:

- centers
- industrial areas and
- urban growth boundary expansion areas with completed concept plans.

Other policy objectives identified by JPACT and the Metro Council include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system.

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold only will be eligible for up to 70 percent regional match (see page 8 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty out of the possible 100 points in the technical evaluation score are dedicated to evaluation of the land uses served by the candidate transportation project or program.

New in this year's allocation program is a qualitative assessment of the land uses served (see Attachment C). This will provide a broader assessment and understanding of the ability of the transportation project to leverage other community investments, including job retention and creation.

**Transportation
Priorities 2004-07
program and regional
flexible funding**

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. A new authorization bill is expected in 2003.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process: the Surface Transportation Program (STP) and the Congestion Management/Air Quality (CMAQ) program. Approximately \$53 million is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. Of this amount, \$12 million has been previously committed to development of light rail in the Interstate Avenue and South Corridors. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive the remaining \$41 million available.

Adjustments to the previous allocation of these funds for the years 2004 and 2005 also will be made as necessitated by delays in project readiness or special appropriations effecting those years.

**Type of funding
available**

As mentioned, regional flexible funds come from two sources: Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions:

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately \$32 million of the approximately \$53 million expected to be available.
- **Congestion Mitigation/Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately \$21 million of the approximately \$53 million expected to be available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions can be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants and project cost limits

Project applications may be submitted on behalf of eligible sponsors by Metro, Tri-Met, SMART, Oregon DEQ, ODOT, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and parks and recreation districts.

Local agencies will be assigned the following targets for the maximum amount of project costs that may be submitted for funding consideration.

Table 1. Local agency funding targets

	Percent of Metro population (year 2000)	Target*
Washington County and its cities	31.8 percent	\$26.5 million
Clackamas County and its cities	18.1 percent	\$15.1 million
Multnomah County and its cities	9.4 percent	\$7.8 million
City of Portland	40.6 percent	\$33.9 million

* Calculated using the following formula (percent of Metro population * \$41.75 m * 2)

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities and the City of Portland will be assigned a target for the maximum amount of project costs that can be submitted for funding consideration. These jurisdictions and the parks and recreation and port districts within their jurisdictional boundaries shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount. Transit service providers will inform the transportation coordinating committees of projects or programs within a committee's respective boundary.

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2000 Regional Transportation Plan's financially constrained system. To make a project eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council need to approve a proposed amendment to the financially constrained project list. If a project is proposed to be amended to the financially constrained system that is not considered "exempt" for air quality analysis purposes, an air quality analysis would need to be completed and approved before the project(s) could be amended into the financially constrained system.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general conditions:

- A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or - 10 percent).
- Alternatively, a jurisdiction may petition JPACT and the Metro Council to propose amending a project that is currently in a publicly adopted plan to the financially constrained list based on the unanticipated modernization revenues the region received with the Oregon Transportation Investment Act (OTIA). Agreement must be reached through the local transportation coordinating committees that such projects fit within the target cost amounts for the Transportation Priorities 2004-07 program and that the cost of such projects will be accounted for within the sub-regional target allocations of the next RTP update.
- The projects should be expected to result in a neutral or improved impact on air quality. The publicly adopted plan must meet Metro's public involvement requirements (see Attachment G).

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible. These projects will be evaluated in the road capacity category.

Application for funding of regional transportation related programs are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Facility design classifications can be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines can be found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook can be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, call Tom Kloster at (503) 797-1832.
2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian and bike systems. Projects that are proposed on facilities identified on these system maps must be consistent with the associated system functions.
3. Candidate projects must be included in the Financially Constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section "Eligible Projects."
4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.
5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than \$200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro Local Public Involvement Checklist (see items 1 through 9 on Attachment G). Projects included in the 2000 Regional Transportation Plan meet these standards.

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as its priority for application of regional flexible funds per item 10 on Attachment G. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Information about how projects within each mode will be ranked and other special instructions are in the sections that follow. Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

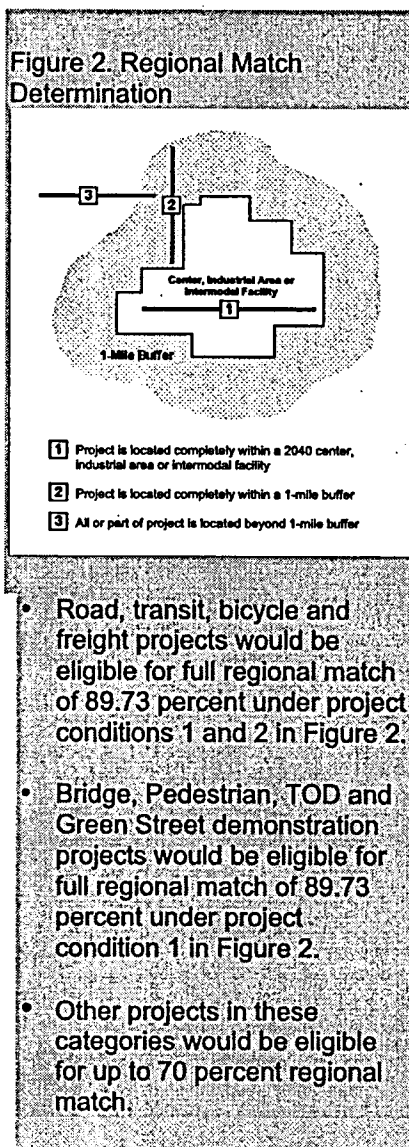
Project selection process

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may not recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will select projects for further consideration, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. A final recommendation and selection of projects within available funding revenues then will be made.

Regional Match Eligibility Summary

Projects will be determined eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility). Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined below within each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. Final determination of match level eligibility will be made by JPACT and the Metro Council.



Road Capacity, Road Reconstruction, Transit and Bicycle projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a 2040 primary or secondary land-use area,
- projects fully within one mile of a 2040 primary land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects:

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility¹ if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Bridge, Pedestrian, TOD and Green Street demonstration projects:

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a 2040 primary or secondary land-use area.

All other projects will be eligible for up to a 70 percent regional match.

TDM:

See TDM technical evaluation sheet.

Planning:

All planning projects will be eligible for up to an 89.73 percent regional match.

¹ An inter-modal facility is a facility, terminal or railyard as defined in the Regional Transportation Plan Figure 1.17.

Bicycle Technical Evaluation Criteria

GOAL: Ridership (Usage) (25 points)

What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?

Numerical change between existing year riders and forecast year riders (10 points)

To improve the accuracy of the numerical change measure, it is recommended that project submittals include "before" bike counts in order to calibrate actual existing year riders and estimated existing year riders in the Metro bicycle travel demand model.

Points

- 10 High
- 7 Medium
- 3 Low

Total forecast year population and employment within one-half mile of the project (5 points)

Points

- 5 High
- 3 Medium
- 1 Low

System connectivity (project completes a gap in the Regional Bikeway System) (10 points)

Points

- 10 High (for greater than 67 percent of bike trips to and within centers)
- 7 Medium (for 34 to 66 percent of bike trips to and within centers)
- 3 Low (for 0 to 33 percent of bike trips to and within centers)

GOAL: Safety (20 points)

Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling (15 points)

The staff resource to be used for this measure is the 2002 Metro "Bike There!" Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate and high motorized traffic volumes, based on field work and existing traffic counts in the region.

Points

- 15 High auto speed and volume (daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour)
- 8 Moderate auto speed and volume (daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)
- 3 Low auto speed and volume (daily traffic volumes of less than 3,000 and speeds of less than 25 miles per hour)

Other safety factors: Multi-Use Path

Points

- 5 Yes
- 0 No

Bicycle Technical Evaluation Criteria (continued)**GOAL: Address 2040 Land Use Objectives (40 points)****Regional Bikeway System Hierarchy from RTP (10 points)**Points

- | | |
|----|----------------------------|
| 10 | Regional access function |
| 7 | Regional corridor function |
| 3 | Bikeway connector function |

Region 2040 Land Use Designation (10 points)Points

- | | |
|----|---|
| 10 | Central city, regional and town centers, main streets, industrial areas |
| 7 | Corridors and employment areas |
| 3 | Inner and outer neighborhoods |

Level of Community Focus (20 points) See Attachment C

GOAL: Cost Effectiveness (15 points)

Total project cost divided by ridership usage points

Points

- | | |
|----|-------------|
| 15 | Low cost |
| 8 | Medium cost |
| 3 | High cost |

Special notes and instructions for bike projects:

1. Provide specific alignment information for the entire project to facilitate ridership calculation.
2. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us.

Boulevard Technical Evaluation Criteria

GOAL: Reduce motor vehicle speeds (10 points)

Implement design elements that will help to reduce automobile speeds¹ along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

Points

10	High – 5 or more design elements
7	Medium – 4 design elements
5	Low – 3 design elements
3	2 or fewer design elements

GOAL: Enhance walking, biking and use of transit (15 points)

Does project achieve optimum sidewalk width of at least 10 feet? (5 points)

(Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes and center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdiction's transportation system plan with bike preferential treatments and improvements.)

Does project include design elements that enhance walking, biking and use of transit²? (10 points)

Points

10	5 or more design elements
7	4 design elements
5	3 design elements
3	1 to 2 design elements
0	No design elements

GOAL: Implement proven green street elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

¹ Design elements that reduce automobile speeds include narrowed travel lanes, remove travel lanes, on-street parking, reduced turn radii, marked pedestrian crossings, new pedestrian refuges, street trees, curb extensions and signal timing.

² Design elements that enhance alternative modes include transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, etc.

Boulevard Technical Evaluation Criteria (continued)

GOAL: Improve Safety (20 points)

Does project remove hazards to walking, biking and use of transit¹? (10 points)

Points

- | | |
|----|--------------------|
| 10 | 5 or more elements |
| 7 | 4 elements |
| 5 | 3 elements |
| 3 | 1 to 2 elements |
| 0 | No elements |

Project is located on a transit corridor (4 points)

Project is located on regional bicycle system (3 points)

Project is located within 1/4-mile of a school, civic complex or cultural facility (3 points)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use Designation; Project is located in: (5 points)

Points

- | | |
|---|---|
| 5 | Central city, regional centers |
| 3 | Town centers, main streets, station communities |
| 0 | All other areas |

Direct access to or circulation within the 2040 priority land use area. (10 points)

Points

- | | |
|----|--|
| 10 | High (percent of trips to and from priority land use areas greater or equal to 40 percent) |
| 8 | Medium (25-39 percent of trips to and from priority land uses) |
| 4 | Low (10-24 percent of trips to and from priority land uses) |
| 0 | (percent of trips to and from priority land use less than 10 percent) |

Note: percent of trips to and from Tier 2 land uses (town centers, main streets and station communities) was dropped because they are now included in "priority 2040 land uses."

Regional Street design hierarchy (5 Points)

Points

- | | |
|---|------------------------------------|
| 5 | Located in a boulevard designation |
| 2 | Located in a street designation |
| 0 | Located outside of above areas |

Level of Community Focus (20 points) – see Attachment C

Points

- | | |
|----|--------|
| 20 | High |
| 10 | Medium |
| 0 | Low |

¹ Project includes actions to correct the following safety elements: five travel lanes, 12-foot lane widths or greater, travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, utilities) and high incidence of pedestrian and bicycle injuries).

Boulevard Technical Evaluation Criteria (continued)

GOAL: Cost-Effectiveness Criteria (15 points)

Implement maximum feasible, highest priority boulevard design elements at lowest cost.

Points

15	Low cost/effectiveness
8	Medium cost/effectiveness
0	High cost/effectiveness

Note: Cost effectiveness = Total project cost is divided by use factor points (reduce motor vehicle speeds + enhance alternative mode travel)

Special notes and instructions for boulevard projects:

1. Under grounding of utilities is not eligible for federal reimbursement nor may such costs be counted as local contribution toward matching fund requirements.
2. Fill out and submit boulevard project checklist in Attachment D as part of project application.
3. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst.or.us.

Freight Technical Evaluation Criteria

GOAL: Addresses 2040 Land Use Objectives (40 points)

Improvement of freight access to or within an industrial area or to an inter-modal facility via rail or road (High, Medium, Low – 10 points)

Ability of the project to leverage and retain economic development and traded sector employment; traded sector employment in year 2020 in area of project effect (High, Medium, Low – 10 points)

Readiness of industrial area or inter-modal facility to develop or to retain existing development

- Local/regional jurisdiction protection of industrial area or inter-modal facility beyond Title 4 requirements (High, Medium, Low – 5 points)
- Removal of a barrier on a Tier B or D industrial parcel within the UGB that elevates the parcel to Tier A (Y/N – 5 points)

Reduction of truck freight out-of-direction travel

- Reduction in freight VMT (High, Medium, Low – 5 points)
- Reduction in through freight traffic in mixed use areas or neighborhoods (Y/N – 5 points)

GOAL: Supports the region's ability to attract or retain industrial business overall (first-order economic benefits)

Reduction in regional and local freight travel time (High, Medium, Low – 5 points each)

Improves opportunities for job retention and growth and economic development (High, Medium, Low – 10 points)

Qualitative description that may reference Regional Land Study, the Metro Policy Advisory Committee Jobs Subcommittee jobs memo, traded sector, high tech and warehouse/distribution jobs.

GOAL: Cost effectiveness (20 points)

Hours of reduction in regional and local freight travel time versus project cost (High, Medium, Low – 10 points each)

GOAL: Safety (High, Medium, Low – 20 points)

Project improves safety, reviewing factors such as:

- Truck movement geometry
- Reduction in potential for freight conflicts with non-freight modes
- Accident rates at the location
- Site distance improvements
- Other relevant factors identified by the applicant

Special notes and instructions for freight projects:

1. Metro will determine the area of effect of a freight project and will collaborate with Portland State University to determine the traded sector relationship of freight projects.
2. Direct any questions to John Gray at (503) 797-1730 or grayj@metro.dst.or.us.

Green Street Demonstration: Retrofit Project Technical Evaluation Criteria

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)**2040 Land Use Designation (10 points)**Points

- | | |
|----|--|
| 10 | Central city, regional centers, industrial areas, town centers |
| 7 | Main streets, station communities |
| 3 | Corridors |
| 0 | All other areas |

GOAL: Effective removal of stormwater runoff from piped system and Infiltration of stormwater near source of runoff. (60 points)**Size of project area (10 points)**Points

- | | |
|----|--------|
| 10 | High |
| 7 | Medium |
| 3 | Low |

Design Elements (50 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets handbook (10 points)
- Removal of impervious surface area (High = 10 points, Medium = 7 points, Low = 3 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)**Amount of project area that is infiltrated versus project cost (High, Medium, Low – 30 points)****Special notes and instructions for green street demonstration projects:**

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Green Street Demonstration: New Construction Technical Evaluation Criteria

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation

Points

- | | |
|----|--|
| 10 | Central city, regional centers, industrial areas, town centers |
| 7 | Main streets, station communities |
| 3 | Corridors |
| 0 | All other areas |

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (60 points)

Size of project area (High, Medium, Low – 10 points)

Design Elements (50 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
 - Number and location consistent with Green Street handbook guidelines
 - Bridge structures for crossings of hydraulic openings of 15 feet or greater
 - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with recommendations of Trees for Green Streets handbook (5 points)
- "Pipeless" local streets (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (5 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration (where soils are conducive) and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated versus project cost (High, Medium, Low – 30 points)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Green Street Demonstration: Culvert Project Technical Evaluation Criteria

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

Points

- 20 Bridge structure over natural hydraulic area
- 13 Stream simulation culvert
- 5 Repair of fish ladder, jump pools, etc.

Amount of upstream habitat (stream miles) with improved fish passage (25 points)

Points

- 25 High
- 15 Medium
- 5 Low

Quality of habitat at fish barrier passage (10 points)

Points

- 10 High
- 7 Medium
- 3 Low

Presence of downstream fish barriers (15 points)

Points

- 15 None
- 10 One
- 5 Two
- 0 Three or more

GOAL: Cost effectiveness (30 points)

Amount of habitat (stream miles) with new or improved fish access versus project cost (30 points)

Special notes and instructions for green street culvert demonstration projects:

1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts of erosion or headcutting.
3. Design solution should be consistent with Green Street handbook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. Fill out and submit Green Street project checklist in Attachment E as part of project application.
6. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Pedestrian Technical Evaluation Criteria

GOAL: Encourage Walking (25 points)

Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:

Project is located in an area with a high potential for pedestrian activity. (15 points)

Points

- | | |
|----|--|
| 15 | Most potential (within a Pedestrian district) ¹ |
| 10 | Moderate potential (along a Transit/mixed use corridor ² within a 1/4-mile of a major transit stop, school, civic complex or cultural facility) |
| 5 | Less potential (along a Transit/mixed-use corridor location not specified above) |
| 0 | Least potential (other areas) |

Project will correct a deficiency or significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated. (10 points)

Points

- | | |
|---|---|
| 5 | Completes missing sidewalk link |
| 5 | Removes pedestrian obstacles ³ |

GOAL: Improve Safety (20 points)

Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment⁴ and existence of sidewalks will be considered in determining critical safety problems.

Project addresses a documented safety problem. (10 points)

Points

- | | |
|----|--------|
| 10 | High |
| 7 | Medium |
| 3 | Low |

Project location includes factors that deter walking.⁵ (10 points)

Points

- | | |
|----|---------------------------|
| 10 | 5 or more factors exist |
| 7 | 3-4 factors exist |
| 3 | less than 3 factors exist |

¹ and ² Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

³ Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

⁴ Complexity of traffic environment refers to number of driveways and turning movements in project area.

⁵ Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb-to-curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian way delineation and lack of marked pedestrian crossings.

Pedestrian Technical Evaluation Criteria (continued)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (10 points)

Points

- | | |
|----|---|
| 10 | Central city, regional centers |
| 7 | Town centers, main streets, station communities |
| 3 | All other areas |

Direct access to or circulation within the 2040 priority land uses (10 points)

Points

- | | |
|----|---|
| 10 | High (project is located within or connects directly to priority land uses) |
| 7 | Medium |
| 3 | Low |

Level of community focus – see Attachment C (20 points)

GOAL: Provide Mobility at Reasonable Cost (15 points)

Points

- | | |
|----|--|
| 15 | Low Cost/increase pedestrian mode share |
| 10 | Moderate Cost/increase pedestrian mode share |
| 5 | High Cost/ increase pedestrian mode share |

Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)

Special notes and instructions for pedestrian projects:

1. Fill out and submit pedestrian project checklist in Attachment F as part of project application to indicate obstacles and safety factors that will be addressed by the candidate project.
2. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst.or.us.

Roadway Capacity Technical Evaluation Criteria

GOAL: Reduce Congestion (25 points)

(Project derives from Congestion Management System, consistent with 2020 per capita VMT targets)

1998 V/C Ratio (pm peak hour & direction)

Points	
15	>1.0
10	>0.9
5	<0.9

2020 V/C Ratio (pm peak hour & direction)

Points	
10	>1.0
7	>0.9
3	<0.9

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident rate per vehicle mile (use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

Points	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from?

Priority 2040 land-use areas: High = 10 points, Medium = 7 points, Low = 5 points

Secondary 2040 land-use areas: High = 7 points, Medium = 5 points, Low = 3 points

Other 2040 land-use areas: High = 3 points, Medium = 0 points, Low = 0 points

Is a high number of vehicles on the project link seeking access to/from?

Priority 2040 land-use areas: High = 10 points, Medium = 7 points, Low = 5 points

Secondary 2040 land-use areas: High = 7 points, Medium = 5 points, Low = 3 points

Other 2040 land-use areas: High = 3 points, Medium = 0 points, Low = 0 points

Level of Community Focus (20 points) See Attachment C

Roadway Capacity Technical Evaluation Criteria *(continued)*

GOAL: Provide Mobility at a Reasonable Cost (15 points)

Cost per vehicle hour of delay (VHD) eliminated in 2020: $VHD = 2020 \text{ No-Build VHD} - \text{Build VHD}$

Points

15	Top 1/3
10	Mid 1/3
5	Low 1/3

Special notes and instructions for roadway capacity projects:

1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Direct any questions to Terry Whisler at (503) 797-1747 or whislert@metro.dst.or.us.

Roadway Reconstruction Technical Evaluation Criteria

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
15	Fair
10	Poor
5	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
5	Fair
3	Poor
1	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
3	Poor
5	Very Poor

Project adds urban design elements where current elements do not exist or are substandard.

- Sidewalks (3 points)
- Pedestrian crossing and/or transit stop improvements (3 points)
- Bike facilities (3 points)
- Storm water facilities (3 points)
- Lighting (3 points)

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<u>Points</u>	
20	High
10	Medium
0	Low

Roadway Reconstruction Technical Evaluation Criteria *(continued)*

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 points, Medium = 7 points, Low = 5 points
Secondary 2040 land use areas: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land use areas: High = 3 points, Medium = 0 points, Low = 0 points

Is a high number of vehicles on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 points, Medium = 7 points, Low = 5 points
Secondary 2040 land use areas: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land use areas: High = 3 points, Medium = 0 points, Low = 0 points

Level of Community Focus (20 points) See Attachment C

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost per year 2020 vehicle miles traveled (VMT) (or VT at interchanges & intersections)

Cost/Year 2020 Vehicles or VMT

Intersections/Interchanges		Interstate Projects		Link Improvement	
Points		Points		Points	
15	<\$.51 per vehicle	15	<\$.51 per vehicle	15	<\$.33/VMT
8	\$.51-.99 per vehicle	8	\$.51-.99 per vehicle	8	\$.24-.99 VMT
0	>\$1.00 per vehicle	0	>\$1.00 per vehicle	0	>\$.99/VMT

Special notes and instructions for roadway reconstruction projects:

1. Costs per year ranges will be updated to reflect current costs or points may be assigned for low medium and high cost.
2. Direct any questions to Terry Whisler at (503) 797-1747 or whislert@metro.dst.or.us.

Transportation Demand Management (TDM) Regional Core Program

TDM and TMA programs requiring staffing would be classified as "Planning Projects" for the purposes of the Transportation Priorities solicitation. These components of the Regional TDM Program include the "core" TDM program at Metro and Tri-Met, new TMA start-ups, and the Wilsonville / SMART TDM Program.

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are more project-oriented will be ranked by the TDM subcommittee and submitted to TPAC. Refer to the technical project selection criteria below titled "TDM Program: TMA Assistance and Region 2040 Initiatives" for more specific detail.

TDM Program: TMA Assistance and Region 2040 Initiatives

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are project-oriented will be ranked by the TDM subcommittee and submitted to TPAC as part of the total Regional TDM Program. These programs are currently administered by Tri-Met.

GOAL: Increase Alternative (Non-SOV auto) Modal Share (35 points)

Mode share increase for transit, bike, walk, shared-ride, telecommute or elimination of trip.

Points

35	High
20	Medium
5	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Region 2040 Land Use Designation (10 points)

Points

10	Central city, regional and town centers, main streets, industrial areas
7	Corridors and employment areas
3	Inner and outer neighborhoods

Number of employers and employees served by project/program (10 points)

Points

10	High
7	Medium
3	Low

Level of Community Focus (20 points) See Attachment C.

GOAL: Cost Effectiveness (25 points)

Total project cost divided by alternative modal share increase points

Points

25	Low cost
10	Medium cost
5	High cost

Special notes and instructions for TDM projects:

1. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us.

TOD Technical Evaluation Criteria

GOAL: Increase Mode Share (25 points)

Will the TOD project increase the number of transit, bike and walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project?

Points

- | | |
|----|---|
| 25 | High - 50 percent or greater increase in non-auto trips |
| 13 | Medium - 25 percent or greater increase in non-auto trips |
| 0 | Low - less than 25 percent increase in non-auto trips |

GOAL: Density Criteria (20 points)

How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?

Points

- | | |
|----|---|
| 20 | High - 50 percent or greater increase in persons per acre |
| 10 | Medium - 25 percent or greater increase in persons per acre |
| 0 | Low - less than 25 percent increase in persons per acre |

GOAL: 2040 Criteria (40 points)

Is the project located in a priority 2040 land-use area (10 points)?

Points

- | | |
|----|---|
| 10 | Central city or regional center |
| 5 | Town center, main street or station community |
| 2 | Corridor |
| 0 | Other |

Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed-use development between 1996 and 2020 (10 points)?

Points

- | | |
|----|---------------|
| 10 | High change |
| 5 | Medium change |
| 0 | Low change |

Level of Community Focus (See Attachment C) (20 points)

GOAL: Cost-Effectiveness Criteria (15 points)

Cost per VMT reduced

Points

- | | |
|----|-------------------------|
| 15 | Low cost/VMT reduced |
| 8 | Medium cost/VMT reduced |
| 0 | High cost/VMT reduced |

Special notes and instructions for TOD projects:

1. Direct any questions to Marc Guichard at (503) 797-1944 or guichardm@metro.dst.or.us.

Transit: Start-up Service Technical Evaluation Criteria

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

GOAL: Increase Ridership (35 points)

New Boardings per vehicle revenue hour

Points

35	High boardings per revenue hour
20	Medium boardings per revenue hour
5	Low boardings per revenue hour

GOAL: Address 2040 Land Use Objectives (40 points)

Access to Centers, Central City, Regional and Town centers (10 points)

Number of centers served

Access to Mixed-Use development (10 points)

- Forecast value of mixed-use index (High = 5, Medium = 3, Low =1)
- Growth in forecast mixed-use index from current value (High = 5, Medium = 3, Low =1)

Level of Community Focus: See Attachment C (20 points)

GOAL: Provide Cost Effective Improvements (25 points)

Cost/New Boarding

Points

25	Low Cost per new boarding
15	Medium cost per new boarding
5	High cost per new boarding

Special notes and instructions for transit projects:

1. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Transit: Capital Technical Evaluation Criteria

GOAL: Increase Service Efficiency (20 points)

Does the project include transit preferential and stop spacing treatments that reduce travel time and increase schedule reliability? Transit service hours saved.

Points

- | | |
|----|------------------------------------|
| 20 | High transit service hours saved |
| 13 | Medium transit service hours saved |
| 5 | Low transit service hours saved |

GOAL: Improve passenger experience (20 points)

Does the project include improved passenger amenities such as shelters, benches, pad and sidewalk improvements, real time schedule information and other elements that improve the passenger experience through their entire trip? Maximize the number of passengers served by new amenities.

Points

- | | |
|----|---|
| 20 | High number of riders served by new amenities |
| 13 | Medium number of riders served by new amenities |
| 5 | Low number of riders served by new amenities |

GOAL: Address 2040 Land Use Objectives (40 points)

Project location

Points

- | | |
|----|--|
| 20 | Central City, regional center, industrial area |
| 13 | Town center, main street, station community |
| 5 | Inner and outer neighborhoods, employment area |

Level of Community Focus: See Attachment C (20 points)

Transit: Capital Technical Evaluation Criteria (continued)

GOAL: Provide Cost Effective and Regionally Coordinated Improvements (20 points)

Cost effective transit improvement (20 points total)

Cost/Service hour saved (10 points)

Points

- | | |
|----|------------------------------------|
| 10 | Low cost per service hour saved |
| 5 | Medium cost per service hour saved |
| 0 | High cost per service hour saved |

Cost/Riders served with new amenities (10 points)

Points

- | | |
|----|------------------------------|
| 10 | Low cost per rider served |
| 5 | Medium cost per rider served |
| 0 | High cost per rider served |

-OR-

Coordination with regional, transit agency and local planning efforts (20 points total)

Project is part of local Capital Improvement Plan with local resource contribution (5 points)

Project is part of local Transportation System Plan (5 points)

Project is part of and consistent with description in transit agency capital improvement plan (5 points)

Project is part of and consistent with the Regional Transportation Plan (5 points)

Special notes and instructions for transit projects:

Direct any questions to Ted Leyboldt at (503) 797-1759 or leyboldt@metro.dst.or.us.



METRO

TRANSPORTATION PRIORITIES 2004-07: Investing in the 2040 Growth Concept

APPLICATION FORM

(complete this cover form for each candidate project or program)

1. **Project/Program Title:**
2. **RTP Project No.:**
3. **Lead Agency (i.e., responsible for match):**
4. **Agency Contact:**

- a. Name _____
- b. Title _____
- c. Phone _____
- d. Fax _____
- e. E-mail (if any) _____
- f. Mailing Address: _____

5. Project Cost/Requested Funds (PLEASE PROVIDE INFORMATION ON THIS FORM):

	PE	ROW	CONSTRUCTION	TOTAL
Federal				
Local				
Private				
TOTAL				

6. Project/Program Description (summary for public presentation purposes, use 8.5" x 11" sheets)

- a. Street or facility, if applicable
- b. Termini or project boundaries.
- c. Brief physical description of main project features (e.g., length, number and width of lanes, bike lanes and/or sidewalks, bridge crossings, medians, planting strip, etc.)
- d. Explain current transportation problem and how the nominated project would address the problem.
- e. Provide photo(s) of project area; digital preferred (no more than three).
- f. Attach 8.5" X 11" vicinity map indicating project and nearest major arterial intersection.
- g. Complete the ODOT Local Agency Federal Aid Project Agreement (Attachment A). Consult with your ODOT Local Agency Program Coordinator (Mark Foster at 503-731-8288, Lelisa Rozendal at 503-731-8595 or Tom Weatherford at 503-731-8238) if you have questions regarding elements of the form.
- h. Describe any significant aspects of the project that transcend technical evaluation (Attachment B).
- i. See the special instructions with the criteria and measures description for each modal category. Make sure the project description addresses all special instructions and any other necessary attachment is completed.
- j. Review the public involvement checklist (Attachment G) and answer items 1 through 10 for all candidate projects that are not a part of the RTP financially constrained system or answer item 10 for all candidate projects that are a part of the RTP financially constrained system.



					Agreement #		Date	
Route		ODOT Region 1		Maintenance District		EA Number		Federal Aid Number
Agency		Federal Employer Tax Number				ODOT Key #		
Project Title							Construction By	
Road / Street Name			From		To			Distance (Km)
City		County		County Number	STIP Year	Page #	Or STIP Amendment:	
							OTC Approval Date:	
US Congressional District			State Senate District			State Representative District		
Phase	Total Estimated Cost (Nearest 100 Dollar)	Local Agency Funding (Nearest Hundred Dollar)	State Funding (Nearest Hundred dollars)	Federal Funds (Nearest 100 Dollar)	Phase Start Date Month Year		Program	
PE								
ROW								
UTILITY								
CONSTRUCTION								
Total	\$0	\$0		\$0				
Environmental Class <input type="checkbox"/> Preliminary <input type="checkbox"/> Final				Design Category		Work Type		
Define the Problem								
Proposed Solution <input type="checkbox"/> Attached Map "Exhibit A"								
Project Justification (Description of Existing Facility, Existing Design and Present Condition)								
Local Agency Contact				Email		Phone		Fax



Project Title	Agreement #	ODOT Region	ODOT Key #
	0	1	0

RIGHT OF WAY

LIAISON	Tel	EASEMENTS
FILES	HECTARES	ACQUISITIONS
ACCESS CONTROL		SIMPLE #
CURRENT:	PROPOSED:	COMPLEX #
		BUSINESS #
		RESIDENTIAL #

UTILITIES

COMPANIES	RELOCATION	COMPANIES	RELOCATION

RESPONSIBILITY

SELECT:

S-STATE C-CONSULTANT A-AGENCY E-EXISTING N-N/A

PRELIMINARY ENGINEERING	WORK	FUND	RIGHT OF WAY	WORK	FUND	CONSTRUCTION	WORK	FUND	MAINTENANCE	WORK	FUND
FIELD SURVEY			PROGRAM ESTIMATES			CONTRACT ADMINISTRATION			JURISDICTION MAINTENANCE		
BASE MAPS			DESCRIPTIONS			CONSTRUCTION ENGINEERING			JURISDICTION OPERATION		
TP&DT DESIGN			APPRAISALS			CONSULTANT CONTRACT			SIGNAL MAINTENANCE		
STRUCTURE DESIGN			NEGOTIATIONS			MATERIAL TESTING (NON-FIELD)			SIGNAL POWER		
CIVIL DESIGN			ACQUISITIONS			MATERIAL TESTING (FIELD)			ILLUMINATION MAINTENANCE		
TRAFFIC STUDY/ DESIGN			EASEMENTS			CONSTRUCTION SURVEYS			ILLUMINATION POWER		
UTILITY CORD/ DESIGN			MONUMENTATION			TRAFFIC CONTROL			ROADWAY/PATH		
SOILS/GEOTECH INVEST./DESIGN			CONSULTANT CONTRACT			SIGNAL INSP. & TESTING			RUNOFF		
HYDRAULIC STUDY/DESIGN			PUBLIC INVOLVEMENT			CHANGE ORDER AUTHORIZATION			LANDSCAPE		
CONSULTANT CONTRACT						OVERRUN AUTHORIZATION			IRRIGATION		
SPECIFICATIONS						PERMIT REQUIREMENTS					
PLAN REVIEW						TECH INSPECTIONS					
AD., LET & AWARD CONTRACT						CONTRACTOR PAYMENTS					
ENVIRONMENTAL DOCUMENTS						PROJECT DOCUMENTATION					
PUBLIC INVOLVEMENT						PUBLIC INVOLVEMENT					

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE		BIOLOGICAL ASSESSMENT		SECTION 6 (F)		
LAND USE ACTIONS AND PERMITS		HAZMAT		GEOLOGY AND MINERALS		
FLOOD PLAIN		HISTORIC RESOURCE		NOISE STUDY		
BUILDING		AIR CONFORMITY STUDY				
CORPS OF ENGRS./DSL REMOVAL/ FILL		DEQ NON-POINT SOURCE WATER				

COAST GUARD

ARCHAEOLOGICAL SURVEY



Project Title										Agreement #			ODOT Region			ODOT Key		
Accident - 3 Year Experience																		
Total Number of Accidents Attributable to Lack of having the Proposed Improvement																		
Year	Property Damage Accidents			Injury Accidents				Fatal Accidents				Total Number of Accidents						
				Number of Accidents	Number of Injuries			Number of Accidents	Number of Injuries									
Suggested Base Design																		
ITEM			NEW WORK		OVER EXISTING			ITEM			NEW WORK		OVER EXISTING					
Typical Section Existing (Meters)																		
BIKE PATH	SIDE WALK	CURB TYPE	PARKING	SHOULDER/BIKELANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER/BIKELANE	PARKING	CURB TYPE	SIDE WALK	BIKE PATH	ROAD NAME	
Proposed (Meters)																		
Geometric Design Data																		
Description				Through Route						Crossroad								
Federal Functional Classification				HPMS						FC								
				<input type="checkbox"/> Flat <input type="checkbox"/> Roll <input type="checkbox"/> Mountain						<input type="checkbox"/> Flat <input type="checkbox"/> Roll <input type="checkbox"/> Mountain								
Terrain				Basic Rule						Basic Rule								
Posted Speed																		
Design Speed (Km/hr)																		
Existing year																		
Existing ADT																		
Design Year																		
Design Year ADT																		
Design Hourly Volume (DHV)																		
Design Standard																		
STRUCTURE	LENGTH	WIDTH (M)	COST	Signal		Through Route		Cross Street		COST								
Structure 1				Signal 1														
Structure 2				Signal 2														
Structure 3				Signal 3														
Signatures																		
Approved Local Agency <input type="checkbox"/>	Local Agency Project Manager			Date		Revision Approved			Date									
						x												
Approved ODOT <input type="checkbox"/>	ODOT Area Manager			Date		Revision Approved			Date									
						x												

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Attachment B: Additional Qualitative Considerations *(formerly referred to as Administrative Factors)*

In addition to the technical measures of a project listed previously, other project elements or impacts can be listed for consideration by decision makers. These include public support, over-match of funding, finishing a critical gap in a mode network, relationship to other local or regional goals such as affordable housing or protection of endangered species or any other consideration that makes a project unique.

These considerations as provided by the project applicant will be summarized and listed with the result of the technical rankings.

(Limit responses to 200 words or less.)

Attachment C: Measure of Level of Community Focus

(for projects serving mixed use areas and inner/outer neighborhoods)

Up to 20 points will be awarded for how well a project leverages or complements development of other center activities. Consideration will be given to the maturity of a mixed-use area, the level of community commitment to achieve a dynamic, mixed use, community center and the impact the proposed project will have on implementing a mixed use area. (20 points; use additional sheets as necessary)

1. Progress in developing and quality of the mixed-use center¹ (10 points)

What level of planning and planning implementation are completed in the priority land-use area?

- ☐ Concept or vision plan only
- ☐ Comprehensive plan adopted
- ☐ New zoning in compliance with comprehensive or concept plan adopted
- ☐ New development code regulations in compliance with comprehensive or concept plan adopted
- ☐ Plan is in compliance with 2040 target densities

What financial tools are available for mixed-use plan implementation?

- ☐ Market based implementation plan adopted²
- ☐ Tax increment financing available or programmed/budgeted; amount \$ _____ (if known)
- ☐ Local improvement district funding available or programmed/budgeted; amount \$ _____ (if known)
- ☐ Tax abatement program available or programmed/budgeted; amount \$ _____ (if known)
- ☐ General fund monies programmed or budgeted; amount \$ _____ (if known)
- ☐ Other; please specify _____

Have/are other civic investments being made (i.e., public buildings, plazas/promenades, etc.)?

☐ Please list: _____

Have/are other private investments being made?

☐ Please list: _____

Describe or list a sample of key associations and individuals that are committed to the development of your priority mixed-use area as a center/focus of the community.

Describe other community or cultural activities (farmer's market, street fairs, volunteer efforts) that are a part of your mixed-use area.

2. Local objectives (10 points)

Describe how this project would help implement or complement key local development, economic and other policy objectives. Describe job retention and growth issues, new development or other community investments that would be leveraged or served, policy support for investment in the area and any other local initiative to support the viability of the area. (Limit responses to 500 words or less)

¹ Based on Metro's report "Ten Principles for Achieving 2040 Centers."

² A market-based implementation plan is a development strategy based on a market analysis of the location of the center, the market area or geography it serves, service competition from other areas for the target market, land values, density levels, access, price, quality and demand.

Attachment D: Boulevard Project Checklist

GOAL: Reduce automobile speeds (10 points)

- | | | |
|--|------------------------------|-----------------------------|
| 1. Current lane widths are narrowed? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. Curb extensions/"squeeze points" are constructed? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 3. On-street parking is permitted? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 4. Corner turn radii are engineered for slower turn movements? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 5. Pedestrian crossings are increased | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 6. Pedestrian crossings are demarcated with distinct texture/color/platform treatment? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 7. Signals re-timed to progress at slower than current speeds? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 8. Travel or turn lanes are eliminated? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 9. New pedestrian refuges are provided? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 10. Other element(s)? (relate to street design guidelines) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

GOAL: Enhance walking, biking and use of transit (15 points)

- | | | |
|---|------------------------------|-----------------------------|
| 1. Sidewalks will be widened to 10 feet or more. (5 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
|---|------------------------------|-----------------------------|

Candidate projects that are constrained by narrow right of way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk widths including: narrowing travel lanes and center median, elimination of on-street parking on one or both sides of the street and transfer of bike facilities to a parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdictions transportation system plan with bike preferential treatments and improvements.

- | | | |
|---|------------------------------|-----------------------------|
| 2. Project includes design elements that enhance walking, biking and use of transit. (10 points) | | |
| a. Are transit amenities provided? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| b. Is a landscape buffer provided? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| c. Are pedestrian refuges (curb extensions) installed at crossings? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| d. Is a raised pedestrian refuge in a median installed? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| e. Are pedestrian crossings increased? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| f. Are bike lanes added (on or parallel to facility)? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| g. Are obstructions (e.g., utilities) removed from the primary pedestrian-way? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| h. Are street amenities provided? (e.g., benches, pedestrian scale decorative lights, railings, statuary, brick pavers, etc.) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| i. Other factors? (relate to street design guidelines) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

GOAL: Implement proven Green Street elements (10 bonus points)

- | | | |
|--|------------------------------|-----------------------------|
| 1. Project includes planting of street trees consistent with the Trees for Green Streets handbook (5 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. Project includes any of the "green street" design elements described described in Section 5.3 of the Green Streets handbook. (5 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

GOAL: Improve safety (20 points)

- | | | |
|--|------------------------------|-----------------------------|
| 1. Project includes actions to correct safety problems and remove hazards to biking, walking and use of transit. (10 points) | | |
| a. Five lanes | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| b. 12-foot lane width, or greater | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| c. travel speeds greater than 40 mph (noon/off-peak) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| d. no pedestrian refuge | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| e. more than 330 feet between marked pedestrian crossings | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| f. poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard sidewalk width, sidewalk occluded by utility infrastructure, etc.) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| g. Other considerations (e.g., SPIS data, high incidence of pedestrian/bicycle injuries, etc.) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. Land use factors that promote/compel pedestrian/bike travel within the corridor. (10 points) | | |
| a. Project is located on a transit corridor? (4 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| b. Project is located on the regional bike system (3 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| c. Project is located within 1/4-mile of a school, civic complex or cultural facilities (3 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Attachment E: Green Street Demonstration Project Checklist

GOAL: Include design elements that will intercept, infiltrate or detain stormwater

1. Project preserves existing trees and/or plants trees consistent with Trees for Green Streets handbook? (See page 17 for tree species and page 56 for planting dimensions) Yes ☐ No ☐
2. Project removes existing impervious surface area? (Retrofit projects only) Yes ☐ No ☐
3. Project sidewalks and/or low traffic areas constructed with pervious material? Yes ☐ No ☐
4. Are curb options consistent with Green Street handbook options? (see pages 53-54) Yes ☐ No ☐
5. Does project use infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) Yes ☐ No ☐
6. Will local streets include conventional stormwater pipe systems? (new construction only) Yes ☐ No ☐
7. Is project area expected to infiltrate/evaporate most small storm events? Yes ☐ No ☐
8. Are soils in project area conducive to infiltration? Yes ☐ No ☐
9. Amount of public right of way with Green Street design features _____ sq. meters

GOAL: Design stream crossings consistent with Green Street handbook guidelines (new construction only)

1. Are hydrolic stream channels of 15 feet or greater on a bridge structure? Yes ☐ No ☐
2. Are hydrolic stream channels of less than 15 feet on a bridge structure or of a stream simulation culvert design? Yes ☐ No ☐
3. Is the spacing between stream crossings consistent with Regional Transportation Plan guidelines? Yes ☐ No ☐

GOAL: Enhance fish passage at barrier culverts

1. Width of hydrolic channel at stream crossing _____ linear feet
2. Is the design solution to barrier culvert is a bridge structure? Yes ☐ No ☐
3. Is the design solution to barrier culvert a stream simulation culvert? Yes ☐ No ☐
4. Is the design solution to barrier culvert a repair or retrofit of fish ladder, jump pools or other passage retrofit? Yes ☐ No ☐

If other, please describe _____

Attachment F: Pedestrian Project Checklist

GOAL: Encourage walking

- | | | |
|--|------------------------------|-----------------------------|
| 1. Project completes missing sidewalk link? (5 points) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. Project removes pedestrian obstacles? (5 points) | | |
| a. missing curb ramps | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| b. greater than 330 feet between pedestrian crossings | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| c. lack pedestrian refuges | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| d. sidewalk occluded by utility infrastructure | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

GOAL: Improve safety

- | | | |
|--|------------------------------|-----------------------------|
| 1. Project location includes factors that deter walking: | | |
| a. lack of sidewalks | | |
| b. travel speeds greater than 30 mph | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| c. lack of landscaped pedestrian buffer | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| d. lack of marked pedestrian crossings | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| e. curb-to-curb widths greater than 70 feet | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| f. traffic volumes greater than 20,000 ADT | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| g. complex traffic environment (e.g., numerous driveways and turning movements in project area) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| h. poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard sidewalk width, sidewalk occluded by utility infrastructure, etc.) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Attachment G

Local Public Involvement Checklist

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn that are submitted to Metro for regional funding or other action.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (See Section 3 of Metro's Local Public Involvement Policy) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. Project sponsors should keep information (such as that identified in italics) on their public involvement program on file in case of a dispute.

A. Checklist

- ☐ 1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.

Keep copy of applicable public involvement plan and/or procedures.

- ☐ 2. Appropriate interested and affected groups were identified and the list was updated as needed.

Maintain list of interested and affected parties.

- ☐ 3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program and (2) the initial decision on the scope and alternatives to be studied.

Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.

- ☐ 4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.

Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.

- ☐ 5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.

Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.



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PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232-2736

- ☐ 6. Provided opportunity for input in reviewing screening and prioritization criteria.

Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

- ☐ 7. Provided opportunity for review/comment on staff recommendations.

Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

- ☐ 8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

Keep record of comments received and response provided.

- ☐ 9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

- ☐ 10. Provided a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.

Keep a record of the governing body meeting, minutes and any adopted resolutions.

B. Summary of Local Public Involvement Process

Please attach a summary (maximum two pages) of the key elements of the public involvement process for this plan, program or group of projects.

C. Certification Statement

(project sponsor)

Certifies adherence to the local public involvement procedures developed to enhance public participation.

(Signed)

(Date)

STAFF REPORT**IN CONSIDERATION OF RESOLUTION NO. 03-3284 FOR THE
PURPOSE OF APPROVING METRO'S APPLICATIONS FOR
FEDERAL TRANSPORTATION FUNDS THROUGH THE
"REGIONAL PRIORITIES 2004-07" SOLICITATION**

Date: February 3, 2003

Prepared by: Tom Kloster

BACKGROUND

The Regional Transportation Plan (RTP) identifies a 20-year list of future transportation projects based on regional transportation and land-use policies. Most transportation projects of importance to the region are funded with state and federal money. The cost of all the projects approved in the RTP exceeds the amount of funding available at any one time. The Transportation Priorities 2004-07 program will select RTP projects to receive some of the federal funds allocated to this region. Approximately \$635 million is spent on transportation in the Portland metropolitan region each year through a combination of federal, state, regional and local sources. This includes spending on maintenance and operation of existing roads and transit as well as the construction of new roads, sidewalks and bike facilities and implementation of programs to manage or reduce demand on the region's transportation system.

Of this total, Metro allocates regional flexible funds that come from two different federal grant programs: the Surface Transportation and Congestion/Air Quality programs. Approximately \$53 million is expected to be available to the Portland metropolitan region from these grant programs for the years 2006 and 2007. Of this amount, \$12 million had been previously committed to development of light rail in the Interstate Avenue and South corridors. The Transportation Priorities 2004-07 program is the regional process to identify which transportation projects and programs will receive the remaining \$41 million. These funds are limited to eligible sponsors under federal law, including Metro, TriMet, South Metro Area Rapid Transit (SMART), Oregon Department of Environmental Quality, Oregon Department of Transportation, Washington County and its cities, Clackamas County and its cities, Multnomah County and its cities, city of Portland, Port of Portland and parks and recreation districts.

In July 2002, JPACT and the Metro Council adopted a new policy direction for transportation funding. The primary objective is to leverage economic development in priority 2040 land-use areas through investments that support commercial centers, industrial areas and urban growth boundary expansion areas with completed concept plans. Other objectives include emphasizing projects that do not have other funding sources, completing gaps in the system and developing a transportation system that serves all travel options.

The Transportation Priorities program will address this policy guidance in two ways. First, the program provides an incentive for eligible government sponsors to nominate projects that support economic activity in priority land-use areas as defined by the 2040 Growth Concept. Projects fitting this category are eligible for up to a maximum allowed regional match of 89.73 percent under federal requirements. In contrast, projects located outside of these key 2040 areas are only be eligible for up to 70 percent regional match under the new criteria. This approach rewards projects that directly relate to the 2040 plan, while retaining flexibility to fund projects that do not directly benefit a regional priority land-use area but that are deemed to be important and effective transportation projects due to other considerations.

The program also addresses the new policy guidance through the technical evaluation portion of the program. In the technical evaluation of projects, 40 of 100 possible technical points are dedicated to evaluation of the land uses served by the proposed transportation project and how well 2040 Growth Concept objectives are implemented. As in previous allocation processes, projects will still be evaluated and ranked based on their effectiveness, cost effectiveness and impact on safety.

Metro has routinely received fund through the MTIP process for a wide variety of planning activities and projects, ranging from core planning programs that are required by federal law to special programs and projects that advance regional policy. Of these applications, the ongoing funding requests for the following programs (each described in more detail in Attachment A) have been approved in each MTIP update since the early 1990s:

- Metro Core Planning Program
- Metro TOD Program
- Regional TDM Program

In addition to these core programs, Metro has also successfully competed for funds to complete special projects and planning efforts. These efforts include numerous corridor plans, area plans, TOD developments and regional trail projects. The following are special Metro projects proposed for funding as part of the Priorities 2004-07 allocation (also described in more detail in Attachment A):

- I-5 to Highway 99W Corridor and Concept Planning
- Powell-Foster Corridor Plan (Phase II)
- Regional Freight Data Collection
- RTP Corridor Project
- Rx for Big Streets
- Gresham Civic Drive Green Street Demonstration Project
- Gresham Civic Station and TOD Development
- Metro Urban Centers Implementation Program

The proposed resolution would approve the pursuit of Regional Priorities 2004-07 MTIP funds on behalf of Metro, for the funding period of 2004-2007, and direct staff to submit these applications for funding. These proposals were first discussed and approved by the Council Transportation Planning Committee in fall 2002 in draft form, and were submitted for technical evaluation in December 2002.

ANALYSIS/INFORMATION

1. **Known Opposition** None.
2. **Legal Antecedents** Metro has routinely applied for MTIP funds for a variety of purposes, and is recognized by the federal government as an eligible agency grantee for these funds.
3. **Anticipated Effects** If ultimately approved by JPACT and the Metro Council, the funds would advance Metro's efforts to implement the 2040 Growth Concept through strategic transportation planning and investments. These funds would advance planning and development projects that would otherwise not be accomplished with other Metro operating funding sources.
4. **Budget Impacts** The projects and programs represented by these applications would require \$3,616,390 in local match from Metro to receive \$16,872,000 in federal grant funds. It is unlikely

that all of the applications will be approved, though some applications represent ongoing programs that have been routinely funded through the MTIP. These budget impacts are for the 2006-07 fiscal year.

RECOMMENDED ACTION

Approval of Resolution No. 03-3284 to pursue Regional Priorities 2004-07 MTIP funds on behalf of Metro, for the funding period of 2004-2007, and direct staff to submit the applications described previously in this report for funding consideration.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING METRO'S)	RESOLUTION NO. 03-3284
APPLICATIONS FOR FEDERAL)	
TRANSPORTATION FUNDS THROUGH THE)	Introduced by Councilor Rod Park
"REGIONAL PRIORITIES 2004-07")	
SOLICITATION)	

WHEREAS, The 2000 Regional Transportation Plan (RTP) establishes the 20-year blueprint for transportation investments in the region to meet expected travel needs and implement the 2040 Growth Concept, and

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is the mechanism for allocating federal funds to implement the RTP in five-year increments, and

WHEREAS, Metro is uniquely capable or expressly directed by state and federal regulations to complete certain planning and project functions called for in the RTP, and

WHEREAS, The Council Transportation Planning Committee previously provided preliminary review and approval of the possible Metro applications for MTIP funding, now therefore

BE IT RESOLVED, that the Metro Council approves the applications for funding through the MTIP as reflected in Exhibit A.

ADOPTED by the Metro Council this ____ day of February 2003.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

Exhibit A
Metro Applications for MTIP Funds

Metro Core Planning Program

Project: rpln1

Grant Request: \$1,709,000

Match Amount: \$196,000

Total Project Cost: \$1,905,000

Project Sponsor: Metro

This project funds several Metro planning activities, many of which are required of Metropolitan Planning Organizations (MPO) by federal and state regulations. These includes updates and refinements of the Regional Transportation Plan (RTP), performance measures for implementing the RTP, performing the Metropolitan Transportation Improvement Program (MTIP), efforts to develop funding for the RTP projects and programs, the Livable Streets program, development of the regional travel forecasting model, monitoring of the transportation system and provision of technical assistance to local jurisdictions. The funding level provides for continuation of past annual allocations with a 3.5 percent per year escalator.

Metro TOD Program

Project: rtod1

Grant Request: \$4,500,000

Match Amount: \$517,000

Private Match: \$125,425,000

Total Project Cost: \$130,442,000

Project Sponsor: Metro

This project is to continue the Transit-Oriented Development Implementation Program (TOD Program), which helps stimulate the construction of "transit villages" and other joint development projects through public/private partnerships at light rail, commuter rail and streetcar stations throughout the Portland metropolitan region. These compact, relatively dense, mixed-use, mixed-income developments concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. TODs increase transit ridership 10 times compared to typical suburban development, but are more expensive and more risky for the private sector. Therefore, public/private partnerships are necessary.

To date, the Program has concentrated on getting built examples of higher density and mixed-use projects to be able to demonstrate developer interest, lender participation and market acceptance, and to determine cost penalties compared to public benefit gained. For the past 18 months, the Program has also been working to address the issue Randy Gragg (The Oregonian's architecture critic) has observed that "despite all the talk about transit villages, not one fully operating village yet exists at a transit station," in which a resident can buy a loaf of bread, walk to lunch, and complete a range of activities without requiring an auto. The program acquired 13 acres surrounding the future MAX station in Gresham and is currently developing the first project with a five-story building with housing over ground floor retail.

A grocery store is already in place and the TOD Program will continue this project while striving to implement, with Priorities 2004 funding, at least one full transit village on the Westside, with a full range of businesses and services. Specific project locations for the program include Gateway, Lloyd District, Hollywood, Peterkort, Beaverton, Orenco, Quatama, Beaverton Creek, Hillsboro Central, Kenton and others, providing they meet program eligibility requirements.

The initial TOD allocation provided \$1 million per year for three years. The following MTIP application applied to continue TOD funding at \$1 million per year but was allocated at \$.75 million per year with the increase policy emphasis on centers. This application proposes TOD funding at \$2 million per year in FY 06 and 07 and seeks to recapture the \$.25 million per year that was cut from FY 04 and 05.

Metro Urban Centers Implementation Program

Project: rtod2

Grant Request: \$1,000,000

Match Amount: \$114,500

Private Match: \$27,000,000

Total Project Cost: \$28,114,500

Project Sponsor: Metro

This project would leverage the construction of significant infill and redevelopment and other joint development projects through public-private partnerships in Metro's 2040 mixed-use areas served by high frequency bus routes. This new development will be compact, relatively dense, mixed-use and mixed-income. It will concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. The Centers Implementation Program would operate through cooperative agreements with local, regional and state jurisdictions, would utilize Development Agreements with private developers, and would be governed by the existing TOD Program Steering Committee comprised of representatives from the Governor's Office (Chair), the Department of Environmental Quality (DEQ), the Department of Land Conservation & Development (DLCD), the Oregon Housing & Community Services Department, TriMet, the Metro Council, the Oregon Department of Transportation (ODOT), the Oregon Economic Development Department (OEDD) and the Portland Development Commission (PDC).

I-5 to Highway 99W Corridor and Concept Planning

Project: rpln5

Grant Request: \$500,000

Match Amount: \$57,250

Total Project Cost: \$1,000,000

Project Sponsor: Metro

This application is to complete required corridor planning for the I-5 to Highway 99W connector in the vicinity of Tualatin and Sherwood. The need for a new highway connection in this area was identified in the 2000 RTP, but will not be acknowledged by the LCDC as part of the plan until detailed findings on consistency with rural land use goals can be made.

The corridor for this connection includes new urban land along the south edge of Sherwood, and this project would seek to combine corridor planning for a new facility with needed concept planning for the new urban area. The RTP calls for this work to consider the possibility of creating a "hard edge" to the urban area with a new highway improvement that would serve as permanent definition of the region's urban growth boundary. The funding level is proposed at \$.5 million per year as a start up implementation resource to complement Metro's Centers program. Upon demonstrated success, it would be appropriate to seek a higher amount in the future.

Powell-Foster Corridor Plan (Phase II)

Project: rpln3

Grant Request: \$200,000

Match Amount: \$400,000

Total Project Cost: \$900,000

Project Sponsor: Metro

This application is to complete Phase II of the corridor planning work for Powell/Foster corridor. Phase I is underway and will be completed in June 2003. This application will complete the planning process. The outcome will be a set of feasible alternatives for the corridor with an implementation, phasing and funding strategies. The amount is in addition to the \$.3 million allocated in the last MTIP process.

Regional Freight Data Collection

Project: rpln6

Grant Request: \$500,000

Match Amount: \$250,000

Total Project Cost: \$750,000

Project Sponsor: Metro

This project will collect extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and businesses associations within the region. The data collection effort could include:

- Origin and destination of shipments
- Freight routing on roads
- Truck load factors (how full are trucks based on the commodities they carry)
- Empty loads
- Other factors to be determined

Ultimately, the project will help the region make more targeted, strategic freight investment decisions, increasing the benefit for each dollar spent.

Regional TDM Program

Project: rtdm1

Grant Request: \$3,987,000

Match Amount: \$409,465

Total Project Cost: \$4,396,465

Project Sponsor: Metro and TriMet

This is a joint application by Metro and TriMet. Metro sets the program direction and approves specific implementation projects. TriMet is the primary implementation grant recipient. Transportation Demand Management (TDM) is a set of strategies that encourages the use of alternative modes to driving alone in order to maximize infrastructure investments, create public/private partnerships for trip reduction, and provide cost-efficient alternatives to building new transportation facilities. The Regional TDM program and projects, unlike motor vehicle and transit programs and projects, do not have major sources of revenue outside the MTIP flexible funding. The Regional TDM program leverages and compliments other transportation investments being made through the Transportation Priorities 2004-2007 process. All elements of the TDM program (DEQ ECO clearinghouse, OOE telework, SMART/Wilsonville, TriMet "core" TDM program, TMA program and Region 2040 Initiatives program) are being combined into the Regional TDM program for the current funding request. The core TDM program includes program management, outreach and marketing, TDM program evaluation and regional rideshare. This program will guide future funding allocation decisions and contracts and will include the following:

- Support targeted TDM programs in key corridors identified in the RTP and in TriMet's Transportation Investment Plan.
- Support community- or neighborhood-based TDM programs in Central City, Regional Centers, Town Center, Station Communities, Industrial Areas or Main Streets.
- Increase awareness and performance of the regional rideshare program, including support for the carpoolmatchNW.org program.
- Continue to coordinate TMA program administration and policy development.
- Evaluate options of transitioning TMA Administration from TriMet to Metro or to other appropriate agencies.
- Support TMAs employer outreach and program development in Region 2040 centers, including industrial areas.
- Consider expanding funding levels for Region 2040 Initiatives Grant Program to target TDM programs in key 2040 centers and industrial areas, and to leverage other transportation investments being made throughout the region.
- Continue to support the TDM program at South Metro Area Regional Transit (SMART).
- Develop a strategy for promoting the Business Energy Tax Credit program throughout the region.
- Develop a strategy for promoting telework throughout the region.

- Consider a Regional Travel Options Clearinghouse (similar to Metro's recycling program) that may include a staffed regional TDM hotline, web-based information such as downloadable educational materials and links to regional partners.

The funding level is consistent with Resolution No. 02-3183 which established the appropriate funding level for the TDM program and Transportation Management Associations.

RTP Corridor Project

Project: rpln4

Grant Request: \$500,000

Match Amount: \$600,000

Total Project Cost: \$1,100,000

Project Sponsor: Metro

Chapter 6 of the 2000 RTP identifies a number of major regional transportation corridors with significant needs but which require further planning and engineering before a specific project can be developed and implemented. The State Transportation Planning rule requires prompt completion of these multi-modal corridor plans. In FY 2001, Metro led the Corridor Initiatives Process, which established a strategy for completion and prioritization of the corridors.

The RTP Corridor Project will undertake a refinement plan for the next priority corridor. The list of potential corridors for planning includes I-5, I-205, Barbur Boulevard, Tualatin Valley Highway and several other regional highway corridors. The project will complete systems level planning work and will identify a set of improvement alternatives that can be taken into project development. The outcome of the corridor planning process will be a set of feasible capital improvements for the corridor with an implementation, phasing and funding strategy.

The application is intended to provide \$.25 million per year in FY 06 and 07 for corridor planning priorities established at that time.

Rx for Big Streets

Project: rpln2

Grant Request: \$276,000

Match Amount: \$67,000

Total Project Cost: \$343,000

Project Sponsor: Metro

This project is an effort to conduct joint land use and transportation planning for "big streets" in the Metro region. "Big Streets" are largely four-lane facilities that once served as rural highway routes, but have evolved to become urban thoroughfares. In this transition, the design and function of the routes has often contradicted land use plans, and most of these facilities have not been updated to serve as multi-modal facilities. As a result, the "Big Streets" that define the corridors are among the most deficient transportation facilities in the regional system. They are characterized by inadequate or absent pedestrian

and bicycle facilities, and aging traffic control systems and roadways designs that are insufficient to meet projected demand. These streets already carry heavy traffic volumes, and are actively used by pedestrians and bicyclists, and often have high transit ridership, despite the lack of safe facilities. By design, these routes are intended to balance local access with regional mobility, yet no plans exist for how to strike this balance. The goal of this three-phase project is to establish design principles and a methodology for planning in these corridors through development of design guidelines and pilot projects on three facilities in the region.

The 2040 Growth Concept identified most of these facilities as "corridors," and this land use designation is the last remaining element of the 2040 plan that has yet to be defined at a level of detail needed to be incorporated into local land use plans. This refinement work follows similar efforts for other mixed-use components of the 2040 Growth Concept. In the 1990s, more than one-third of the development in mixed-use areas has occurred in corridors. Yet, these corridors are the least defined of the 2040 land use components, underscoring the need for integrating land use and transportation planning here.

Gresham Civic Drive Green Street Demonstration Project

Project: mgs2

Grant Request: \$250,000

Match Amount: \$25,675

Total Project Cost: \$275,675

Project Sponsor: Metro

This project is a green street demonstration project to retrofit Civic Drive to treat stormwater runoff from approximately 12,800 square feet of impervious surface using larger street trees and structural soils. Curb inserts or perforated curbs that are consistent with the Green Streets handbook will be used to maintain the integrity of the curb while directing stormwater runoff into street tree wells. Existing trees will be salvaged and planted in another location within the TOD project area. Large street trees will be selected from the Trees for Green Streets guide and planted in a site-specific structural soil mix that is amended with organic material. The structural soils will allow larger street trees to be planted, which is unusual in high-density urban areas. The result is a reduction of the volume of runoff that enters the stormwater collection system that does not compromise the amount of right of way available for on-street parking, bike movement, transit stops and pedestrian activities.

The existing stormwater system will be used as an overflow device that directs water to an underground cistern and recycled through a water feature on the northwestern corner of the adjacent lot. This water feature will be a central gathering place and will be used as an opportunity to educate people about the impacts of stormwater runoff on natural stream systems. Signage will be used to explain how the green street treatment helps to mitigate the impervious street surface. Educating the public about the impacts of streets on streams is one of the ways to make green street projects more publicly acceptable. This green streets demonstration project will be coordinated with construction of five-story mixed use development called The Crossing and the new MAX station and plaza in Gresham Civic Neighborhood.

Gresham Civic Station and TOD Development

Project: mtr2

Grant Request: \$3,450,000

Match Amount: \$979,500

Private Match: \$256,000,000

Total Project Cost: \$260,390,000

**Project Sponsors: City of Gresham,
TriMet and Metro**

This project constructs a new light rail station and transit plaza immediately surrounding the future MAX station on 85-acres of vacant land west of Civic Drive in the City of Gresham. This project provides a unique opportunity to design and build a transit station and the surrounding TOD together. When completed, this will be the largest TOD in the region outside Portland's downtown that is physically or functionally connected to transit and a rare opportunity for the transit station to be surrounded by a TOD on all sides. The proposed transit station is the epicenter of Gresham Civic Neighborhood, which will eventually include 700,000 square feet of retail, 1,100 housing units (including for sale and for rent, elderly, market rate and affordable), grocery store, movie theaters, restaurants, health club, health care and office.

This application for the LRT station itself. Past MTIP allocations to the Metro TOD program have funded adjacent development projects.

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Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Project Summary

A summary of projects submitted for consideration of regional flexible funds for the years 2006 and 2007

WORKING DRAFT

February 6, 2003



METRO

PEOPLE PLACES
OPEN SPACES

Metro

People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

Metro's web site: www.metro-region.org

Metro
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700



METRO
Transportation Priorities 2004-07
Project Summary

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Appendix A – Project summary list by mode

Appendix B – Technical Evaluation Criteria

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Introduction

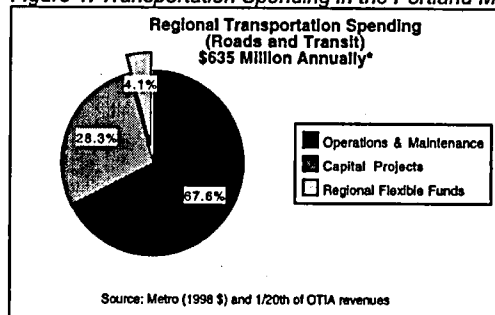
A summary of the projects submitted on behalf of eligible sponsors for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet. The summary includes a brief description of each project and a map of the general location of the project. Projects are summarized alphabetically within the following groupings: regional projects, City of Portland projects, Multnomah County projects (outside the City of Portland), Washington County projects and Clackamas County projects. Appendix A includes a project list summary by mode. Additional information about the Transportation Priorities 2004-07 program is also available on Metro's web site at www.metro-region.org/

The Transportation Priorities 2004-07 program is the regional process to identify which transportation projects and programs will receive these funds. Metro anticipates allocating approximately \$52 million of Surface Transportation Program (STP) and Congestion/Air Quality (CMAQ) grant funds. An outreach process preceded this allocation process to determine a policy objective for the allocation of regional flexible funding and to learn how the allocation process could be improved. The process led to the adoption of Metro Resolution 02-3206, which includes policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 process.

Summary of transportation spending

Approximately \$635 million is spent on transportation in the metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and programs to manage or reduce demand for new facilities. Figure 1 shows how funds are spent in this region.

Figure 1. Transportation Spending in the Portland Metropolitan Region



Regional flexible funds represent \$26 million of this annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny because, unlike most sources of transportation revenue, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy guidance

In July 2002, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted new policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 process. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending these funds represent, the wide range of transportation projects eligible to use the funds and 2040 policies to link transportation investments to land-use and economic goals.

The primary policy objective for the program is to leverage economic development in priority 2040 land-use areas through investments that support:

- centers
- industrial areas
- urban growth boundary expansion areas with completed concept plans.

Other policy objectives identified by JPACT and the Metro Council include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system.

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will be eligible only for up to 70 percent regional match (see page 8 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty out of a possible 100 points in the technical evaluation score are dedicated to evaluation of the land uses served by the candidate transportation project or program.

New in this year's allocation program is a qualitative assessment of the land uses served. This will provide a broader assessment and understanding of the ability of the transportation project to leverage other community investments, including job retention and creation.

Transportation Priorities 2004-07 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. A new authorization bill is expected in 2003.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process: the Surface Transportation Program (STP) and the Congestion Management/Air Quality (CMAQ) program. Approximately \$53 million is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. Of this amount, \$12 million previously has been committed to development of light rail in the Interstate Avenue and South Corridors. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive the remaining \$41 million available.

Adjustments to the previous allocation of these funds for the years 2004 and 2005 also will be made as necessitated by delays in project readiness or special appropriations effecting those years.

Type of funding available

Regional flexible funds come from two sources: Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions:

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately \$32 million of the approximately \$53 million expected to be available.
- **Congestion Mitigation/Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately \$21 million of the approximately \$53 million expected to be available.

As in previous allocations, it is expected that a variety of projects will be selected so that funding conditions can be met by assigning projects to appropriate funding sources after the selection of candidate projects.

Eligible applicants and project cost limits

Project applications were submitted by eligible sponsors, which includes Metro, TriMet, SMART, Oregon Department of Environmental Quality (DEQ), Oregon Department of Transportation (ODOT), Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and parks and recreation districts. The deadline for applications was Dec. 20, 2002.

Local agencies were assigned the following targets for the maximum amount of project costs that could be submitted for funding consideration:

Table 1. Local agency funding targets

	Percent of metro population (year 2000)	Target*
Washington County and its cities	31.8 percent	\$26.5 million
Clackamas County and its cities	18.1 percent	\$15.1 million
Multnomah County and its cities	9.4 percent	\$7.8 million
City of Portland	40.6 percent	\$33.9 million

* Calculated using the following formula (percent of metro population * \$41.75 m * 2)

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities and the City of Portland will be assigned a target for the maximum amount of project costs that can be submitted for funding consideration. These jurisdictions and the parks and recreation and port districts within their jurisdictional boundaries worked through their transportation coordinating committees to determine which projects would be submitted based on the target amount. Transit service providers were expected to inform the transportation coordinating committees of projects or programs within a committee's respective boundary.

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2000 Regional Transportation Plan's financially constrained system. To make a project eligible for allocation of regional funds during this process, JPACT and the Metro Council need to approve a proposed amendment to the financially constrained project list. If a project is proposed to be amended to the financially constrained system that is not considered "exempt" for air quality analysis purposes, an air quality analysis would need to be completed and approved before the project(s) could be amended into the financially constrained system.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general conditions:

- A jurisdiction can petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or – 10 percent).
- Alternatively, a jurisdiction can petition JPACT and the Metro Council to propose amending a project that is currently in a publicly adopted plan to the financially constrained list based on the unanticipated modernization revenues the region received with the Oregon Transportation Investment Act. Agreement must be reached through the local transportation coordinating committees that such projects fit within the target cost amounts for the Transportation Priorities 2004-07 program and that the cost of such projects will be accounted for within the sub-regional target allocations of the next RTP update.
- The projects should be expected to result in a neutral or improved impact on air quality. The publicly adopted plan must meet Metro's public involvement requirements.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible. These projects will be evaluated in the road capacity category.

Application for funding of regional transportation-related programs are eligible.

Preliminary screening criteria

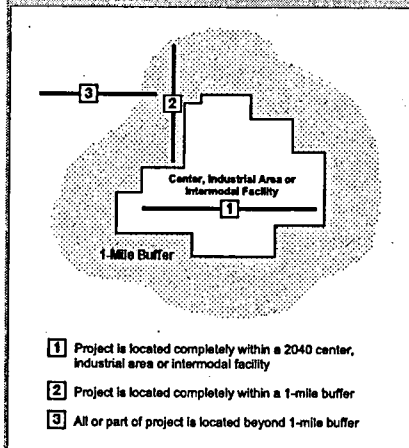
1. Project design must be consistent with regional street design guidelines for its designated design classification. Facility design classifications are in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines are found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook are found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, call Tom Kloster at (503) 797-1832.
2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian and bike systems. Projects that are proposed on facilities identified on these system maps must be consistent with the associated system functions.
3. Candidate projects must be included in the financially constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the financially constrained system, consistent with the process described in the "Eligible projects" section on page 4.
4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.
5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than \$200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Regional match eligibility summary

Projects will be determined to be eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility).

Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined for each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. Final determination of match level eligibility will be made by JPACT and the Metro Council.

Figure 2. Regional match determination



- Road, transit, bicycle and freight projects would be eligible for full regional match of 89.73 percent under project conditions 1 and 2 in Figure 2.
- Bridge, pedestrian, TOD and green street demonstration projects would be eligible for full regional match of 89.73 percent under project condition 1 in Figure 2.
- Other projects in these categories would be eligible for up to 70 percent regional match.

Road capacity, road reconstruction, transit and bicycle projects

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a 2040 primary or secondary land-use area
- projects fully within one mile of a 2040 primary land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility¹ if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Bridge, pedestrian, transit-oriented development (TOD) and green street demonstration projects

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a 2040 primary or secondary land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Transportation demand management (TDM)

See TDM technical evaluation sheet in Appendix A.

Planning

All planning projects will be eligible for up to an 89.73 percent regional match.

¹ An inter-modal facility is a facility, terminal or railyard as defined in the 2000 Regional Transportation Plan Figure 1.17.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro Local Public Involvement Checklist (Appendix C). Projects included in the 2000 Regional Transportation Plan meet these standards.

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as its priority for application of regional flexible funds per item 10 on Appendix C. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

Project selection process

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and the Transportation Policy Advisory Committee (TPAC) then will make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC cannot recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will select projects for further consideration; narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. A final recommendation and selection of projects within available funding revenues then will be made.

Regional Projects

Frequent Bus Corridors

Project: rtr2

No map

Grant request: \$6,373,670
Match amount: \$726,330
Total project cost: \$7,100,000

Project sponsor: TriMet

This project would construct improvements along frequent and rapid bus corridors identified in the RTP and "Frequent Bus Corridors" identified in TriMet's five-year capital and service plan, the Transit Investment Plan. Many of the targeted improvements are on high-volume, high-speed facilities that act as a barrier to transit use. Other barriers to transit use can be how easy or difficult it can be to locate information on bus schedules and next bus arrival information as well as keeping warm and dry at the bus stop.

The purpose of these projects is to increase safe access to transit service, decrease transit vehicle delay in congested areas and improve customer amenities at targeted bus stops. Project elements at the bus stops include Transit Tracker (real-time next bus arrival information), safer street crossings, bus shelters, transit-signal priority and major stops development identified in the Regional Transportation Plan (e.g., higher capacity bus stops with larger shelters and additional rider information and amenities).

Hybrid Bus Expansion

Project: rtr3

No map

Grant request: \$2,244,250
Match amount: \$255,750
Total project cost: \$2,500,000

Project sponsor: TriMet

This request is for the increment in cost between a standard low-floor bus and a hybrid bus for 12 expansion vehicles already in TriMet's future plans, plus one additional vehicle for which TriMet will identify future operating funding. Funding from regional flexible funds will allow TriMet to accelerate the introduction of the hybrid bus into the fleet, improving both regional and local air quality and enhancing the image and future ridership of the lines. These hybrid buses would serve a limited number of streets – those currently served by routes with frequent service or proposed to have frequent service (15-minute headways or less, seven days a week) by the time the vehicles are purchased. This focuses the investment on the routes that are the highest ridership, highest frequency and often most impacted by other emissions.

I-5 Corridor TDM Plan

No map

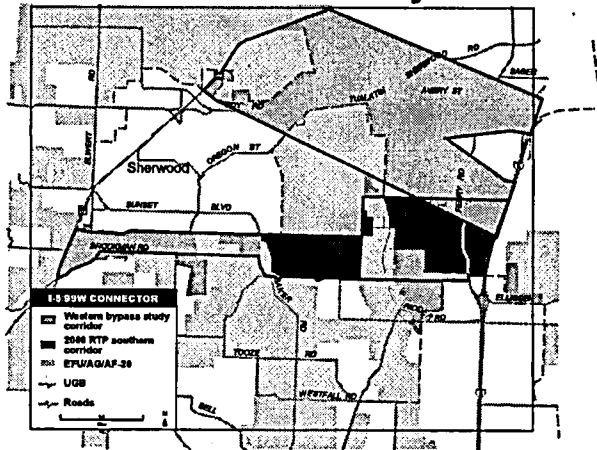
Project: stdm1

Grant request: \$224,000
Match amount: \$25,675
Total project cost: \$250,000

Project sponsor: ODOT

This project is to analyze a range of transportation demand management (TDM) strategies and develop a specific plan for the I-5 (and I-205) corridors to address the goal of reducing single-occupancy vehicle commuting between housing and employment sites in Clark County, Wash., and Portland metro regions. plan is an essential component of the *I-5 Strategic Plan* to develop trip-reduction strategies and targets, programs and funding. It will identify current and future actions. The *I-5 Strategic Plan* includes interim targets for trip reduction and calls for future adoption of final TDM/TSM targets for the I-5 Corridor and region that are acceptable, attainable and measurable that will be developed through a *TDM Corridor Plan*.

I-5/99W Connector Corridor Study



Project: rpln5

Grant request: \$500,000
Match amount: \$57,250
Total project cost: \$1,000,000

Project sponsor: Metro

The I-5/99W connector corridor extends approximately 3.5 miles from I-5, south of the Tualatin town center, to 99W either north or south of Sherwood. This project request is for funding to complete planning work for a new proposed new four-lane, grade-separated, limited-access highway in this corridor. The new facility is assumed to have two travel lanes in each direction with access limited to the termini and, if justified, one or two midpoint interchanges. This project would be coordinated with concept planning work for the area south of Sherwood that was brought into the urban growth boundary in December 2002.

Jantzen Beach Access

Project: str1

No map

Grant request: \$448,850
Match amount: \$51,150
Total project cost: \$500,000

Project sponsor: TriMet

This project will construct treatments to improve bus access between I-5 and the Jantzen Beach/Hayden Island area. Improvements would be expected to include potential bus-only (or bus and HOV) lanes at entrance and or exit ramps, as well as potential transit signal priority for access to the freeway in each direction. Specific design and engineering would be developed in partnership with ODOT. The completion of Interstate MAX in 2004 will greatly enhance transit access to north and northeast Portland. However, the link to Hayden Island and the Vancouver Central City will still rely on fixed-route bus service between an Interstate MAX station and Vancouver. Serving this connection quickly and efficiently becomes even more critical as passengers seek to transfer between MAX and bus to make this trip. Providing bus priority treatments at this interchange will allow high-transit mobility between Portland, Hayden Island, and Vancouver on the only all-day, every-day transit link between the two central cities of the region.

Local Focus Areas

Interstate (north/northeast Portland) corridor, Tigard commuter rail stations, North Macadam planning area, Lake Oswego south shore station planning area, Rockwood Urban Renewal Area in Gresham, with particular interest on the 181st and 188th station areas and then a north/south planning corridor, still to be identified in Hillsboro.

Project: rtr3

No map

Grant request: \$1,005,424
Match amount: \$114,576
Total project cost: \$1,120,000

Project sponsor: TriMet

This project will implement improvements that promote transit visibility, access and use in defined "Local Focus Areas" identified in TriMet's five-year Transit Investment Plan. The improvements are conceptual and will be finalized with the jurisdictions through the Local Focus Area planning effort as part of the Transit Investment Plan. Each Local Focus Area will have different opportunities. The range of tools used to implement improvements will include:

- sidewalks, curb cuts, benches, lighting, garbage cans or other area functional and aesthetic improvements that would enhance comfort and visibility of service and improve pedestrian experience
- Transit Tracker at key stops in area
- area specific maps/brochures for transit use within the community
- wayfinding signs from major transit routes to major attractors/destinations within the community or to provide connections to other transportation modes
- bicycle racks and signage for bicycle routes.

Metro Metropolitan Planning Organization (MPO) Required Planning Program

Project: rpln1

No map

Grant request: \$1,709,000
Match amount: \$196,00
Total project cost: \$1,905,000

Project sponsor: Metro

This project funds several Metro planning activities, many of which are required of MPOs by federal and state regulations. These includes updates and refinements of the Regional Transportation Plan (RTP), performance measures for implementing the RTP, performing the Metropolitan Transportation Improvement Program, efforts to develop funding for the RTP projects and programs, the Livable Streets program, development of the regional travel forecasting model, monitoring of the transportation system and provision of technical assistance to local jurisdictions.

Metro Transit-Oriented Development (TOD) Program

Project: rtod1

No map

Grant request: \$4,500,000
Match amount: \$517,000
Private source(s): \$125,425,000
Total project cost: \$130,442,000

Project sponsor: Metro

This project is to continue the Transit-Oriented Development (TOD) Implementation Program, which helps stimulate the construction of "transit villages" and other joint development projects through public/private partnerships at light-rail, commuter rail and streetcar stations throughout the Portland metropolitan region. These compact, relatively dense, mixed-use, mixed-income developments concentrate retail, housing and jobs in pedestrian-scaled urban environments and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. TODs increase transit ridership 10 times compared to typical suburban development, but are more expensive and more risky for the private sector. Therefore, public/private partnerships are necessary.

To date, the program has concentrated on built examples of higher density and mixed-use projects to be able to demonstrate developer interest, lender participation and market acceptance, and to determine cost penalties compared to public benefit gained. For the past 18 months, the program has also been working to address the issue Randy Gragg (The Oregonian's architecture critic) has observed that "despite all the talk about transit villages, not one fully operating village yet exists at a transit station," in which a resident can buy a loaf of bread, walk to lunch and complete a range of activities without requiring an auto. The program acquired 13 acres surrounding the future MAX station in Gresham and is currently developing the first project with a five-story building with housing over ground-floor retail.

A grocery store is already in place and the TOD Program will continue this project while striving to implement, with Priorities 2004 funding, at least one full transit village on the Westside, with a full range of businesses and services. Specific project locations for the program include Gateway, Lloyd District, Hollywood, Peterkort, Beaverton, Orenco, Quatama, Beaverton Creek, Hillsboro Central, Kenton and others, providing they meet program eligibility requirements.

Metro Urban Centers Implementation Program

No map

Project: rtod2
Grant request: \$1,000,000
Match amount: \$114,500
Private Source(s): \$27,000,000
Total project cost: \$28,114,500

Project sponsor: Metro

This project would leverage the construction of significant infill and redevelopment and other joint development projects through public-private partnerships in Metro's 2040 mixed-use areas served by high frequency bus routes. This new development will be compact, relatively dense, mixed-use and mixed-income. It will concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. The Centers Implementation Program would operate through cooperative agreements with local, regional and state jurisdictions, would use development agreements with private developers, and would be governed by the existing TOD Program Steering Committee comprised of representatives from the Governor's Office (chair), the Department of Environmental Quality, the Department of Land Conservation and Development, the Oregon Housing & Community Services Department, TriMet, the Metro Council, the Oregon Department of Transportation, the Oregon Economic Development Department and the Portland Development Commission.

Powell-Foster Corridor Plan (Phase II)

No map

Project: rpIn3
Grant request: \$200,000
Match amount: \$400,000
Total project cost: \$900,000

Project sponsor: Metro

This application is to complete Phase II of the corridor planning work for Powell/Foster corridor. Phase I is under way and will be completed in June 2003. This application will complete the planning process. The outcome will be a set of feasible alternatives for the corridor with an implementation, phasing and funding strategies.

Regional Freight Data Collection

No map

Project: rpln6

Grant request: \$500,000
Match amount: \$250,000
Total project cost: \$750,000

Project sponsor: Metro

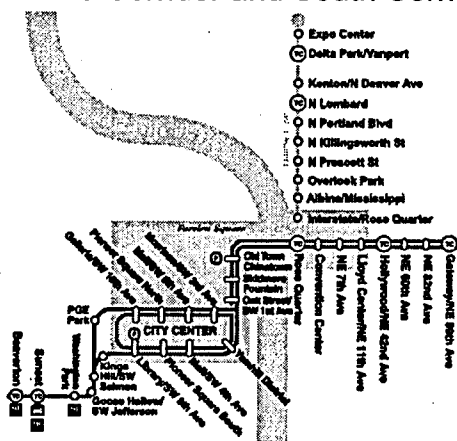
This project will collect extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and businesses associations within the region. The data collection effort could include:

- origin and destination of shipments
- freight routing on roads
- truck load factors (how full are trucks based on the commodities they carry)
- empty loads
- other factors to be determined.

Ultimately, the project will help the region make more targeted, strategic freight investment decisions, increasing the benefit for each dollar spent.

Regional Rail

Interstate Avenue Corridor and South Corridor



Project: rtr1

Grant request: \$12,000,000
Match amount: \$1,227,600
Total project cost: \$13,227,600

Project sponsor: TriMet

This project is a 5.8-mile northward extension of the existing 33-mile long east-west MAX light rail line and implement recommendations from the South Corridor Study. In FY06 \$4 million of TriMet General Funds will be available to Interstate MAX project and \$2 million for high capacity transit capital needs in the South Corridor project. In FY07 \$6 million of TriMet General Funds will be available for South Corridor high capacity transit capital needs.

The new light rail line will extend from a junction with the east/west line at the Rose Quarter Transit Center (TC) to a terminus station at the Expo Center. The track proceeds through the Upper Interstate Area to the Columbia Slough and Portland International Raceway area and concludes at the Expo Center. The project line includes ten light rail stations. The new stations typically consist of platforms of concrete and pavers, shelters, ticket vending machines, telephones, lighting, benches, trash receptacles, information pylons and signage, landscaping, cabinets for electrical and communications equipment and bicycle lockers. A third track

and bay for connecting buses will be provided at Expo Station. In addition, the existing Ruby Junction operations facility will be modified and expanded to store, maintain and dispatch the new light rail vehicles. Included in the expansion are new or extended storage tracks, electrical facilities for the yard and expanded employee parking. The central control facility at Ruby Junction is being expanded and will have the capability to remotely monitor and control Interstate MAX.

As of December 11, 2002, the South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) had been signed by the Federal Transit Administration and the Federal Highway Administration, and distribution had begun. The Locally Preferred Alternative is expected in March, 2003, with additional EIS work and Preliminary Engineering expected in 2003. Final design and construction would occur between 2003 and 2008. The goal would be to begin service by September 2008.

Regional TDM Program

Project: rtdm1

No map

Grant request: \$3,987,000

Match amount: \$409,465

Total project cost: \$4,396,465

Project sponsor: Metro

Transportation demand management is a set of strategies that encourages the use of alternative modes to driving alone in order to maximize infrastructure investments, create public/private partnerships for trip reduction and provide cost-efficient alternatives to building new transportation facilities. The Regional TDM program and projects, unlike motor vehicle and transit programs and projects, do not have major sources of revenue outside the MTIP flexible funding. The Regional TDM program leverages and complements other transportation investments being made through the Transportation Priorities 2004-2007 process. All elements of the TDM program (DEQ ECO clearinghouse, OOE telework, SMART/Wilsonville, TriMet "core" TDM program, TMA program and Region 2040 Initiatives program) are being combined into the Regional TDM program for the current funding request. The core TDM program includes program management, outreach and marketing, TDM program evaluation and regional rideshare. This program will guide future funding allocation decisions and contracts and will include the following:

- Support targeted TDM programs in key corridors identified in the Regional Transportation Plan and in TriMet's Transportation Investment Plan.
- Support community or neighborhood based TDM programs in central city, regional centers, town center, station communities, industrial areas or main streets.
- Increase awareness and performance of the regional rideshare program, including support for the carpoolmatchNW.org program.
- Continue to coordinate TMA program administration and policy development.
- Evaluate options of transitioning TMA Administration from TriMet to Metro or to other appropriate agencies.
- Support TMAs employer outreach and program development in Region 2040 centers, including industrial areas.
- Consider expanding funding levels for Region 2040 Initiatives Grant Program to target TDM programs in key 2040 centers and industrial areas, and to leverage other transportation investments being made throughout the region.
- Continue to support the TDM program at South Metro Area Regional Transit.
- Develop a strategy for promoting the Business Energy Tax Credit program throughout the region.
- Develop a strategy for promoting telework throughout the region.
- Consider a "regional travel options" Clearinghouse (similar to Metro's recycling program) that may include a staffed regional TDM hotline, web-based information such as downloadable educational materials and links to regional partners.

RTP Corridor Project

No map

Project: rpln4

Grant request: \$500,000
Match amount: \$600,000
Total project cost: \$1,100,000

Project sponsor: Metro

Chapter 6 of the 2000 RTP identifies a number of major regional transportation corridors with significant needs but that require further planning and engineering before a specific project can be developed and implemented. The state Transportation Planning rule requires prompt completion of these multi-modal corridor plans. In FY 2001, Metro led the Corridor Initiatives Process, which established a strategy for completion and prioritization of the corridors. The RTP Corridor Project will undertake a refinement plan for the next priority corridor. The list of potential corridors for planning includes I-5, I-205, Barbur Boulevard, Tualatin Valley Highway and several other regional highway corridors. The project will complete systems level planning work and will identify a set of improvement alternatives that can be taken into project development. The outcome of the corridor planning process will be a set of feasible capital improvements for the corridor with an implementation, phasing and funding strategy.

Rx for Big Streets

No map

Project: rpln2

Grant request: \$276,000
Match amount: \$67,000
Total project cost: \$343,000

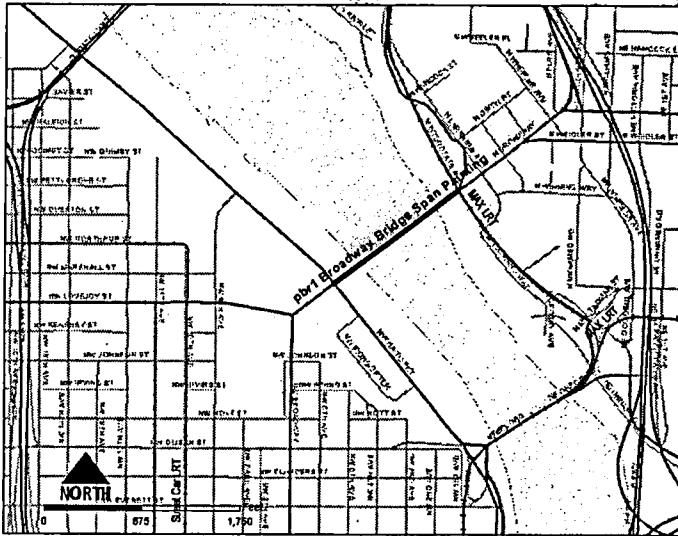
Project sponsor: Metro

This project is an effort to conduct joint land-use and transportation planning for "big streets" in the metro region. "Big Streets" are largely four-lane facilities that once served as rural highway routes, but have evolved to become urban thoroughfares. In this transition, the design and function of the routes has often contradicted land-use plans. Most of these facilities have not been updated to serve as multi-modal facilities. As a result, the "Big Streets" that define the corridors are among the most deficient transportation facilities in the regional system. They are characterized by inadequate or absent pedestrian and bicycle facilities, and aging traffic control systems and roadways designs that are insufficient to meet projected demand. These streets already carry heavy traffic volumes and are actively used by pedestrians and bicyclists. They often have high transit ridership, despite the lack of safe facilities. By design, these routes are intended to balance local access with regional mobility, yet no plans exist for how to strike this balance. The goal of this three-phase project is to establish design principles and a methodology for planning in these corridors through development of design guidelines and pilot projects on three facilities in the region.

The 2040 Growth Concept identified most of these facilities as "corridors," and this land-use designation is the last remaining element of the 2040 plan that has yet to be defined at a level of detail needed to be incorporated into local land-use plans. This refinement work follows similar efforts for other mixed-use components of the 2040 Growth Concept. In the 1990s, more than one-third of the development in mixed-use areas has occurred in corridors. Yet, these corridors are the least defined of the 2040 land-use components, underscoring the need for integrating land-use and transportation planning here.

City of Portland Projects

Broadway Bridge Span 7 Painting



Project: pbr1

Grant request: \$2,500,000

Match amount: \$1,050,000

Total project cost: \$3,550,000

**Project sponsor: Multnomah
County**

This request is for funds to continue to paint part of the approximately 32 percent of the structure that will not be painted as part of an ongoing project. The paint system has failed, allowing steel members to corrode. Continued corrosion will result in member section loss, and ultimately in loss of load carrying capacity on the bridge. The Broadway Bridge totals 1,613 feet in length and currently carries four lanes of traffic with an average daily volume of 30,000 vehicles. Constructed in 1911 and 1912, the overall width of the structure is 70 feet. The bridge consists of three westerly approach Pennsylvania-Petit Through truss spans of 267 feet, 282 feet and 295 feet, a 278-foot double-leaf Rail bascule main channel draw span, and one Pennsylvania-Petit Through truss of 295 feet and one Warren Through truss of 180 feet on the eastern approach. Vertical clearance of the closed bascule span is adequate for the majority of river traffic, with openings necessary about 25 times per month, primarily to accommodate grain terminal ships.

Burnside Street
E 14th Avenue to W 19th Avenue
PE only



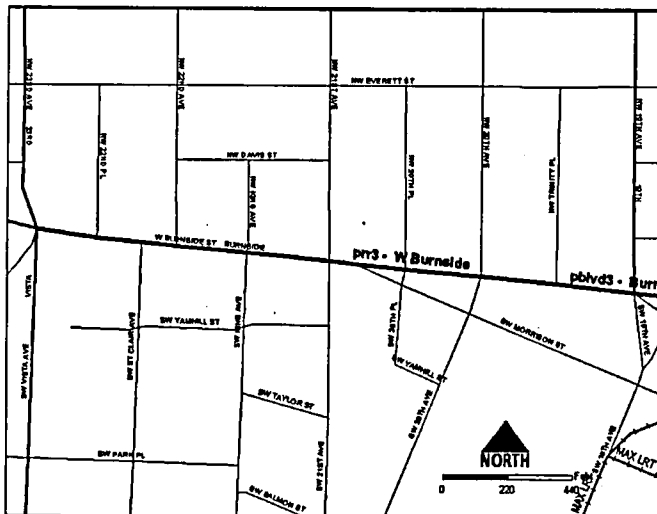
Project: pblvd3

Grant request: \$2,000,000
Match amount: \$200,000
Total project cost: \$2,200,000
(construction and ROW costs not included)

Project sponsor: City of Portland

The project is preliminary engineering for a boulevard retrofit of Burnside Street in downtown Portland that creates a couplet with Burnside Street and Couch from East 12th Avenue to West 15th Avenue. The project includes wider sidewalks, full-time on-street parking, street trees, free left and right turns, less crossing distance for pedestrians, improved bicycle facilities and opportunities to create neighborhood and district identity. West of 15th Avenue, the plan recommends narrower travel lanes, wider sidewalks, street trees and new traffic signals to facilitate pedestrian crossings.

Burnside Street
NW 19th Avenue to 23rd Avenue



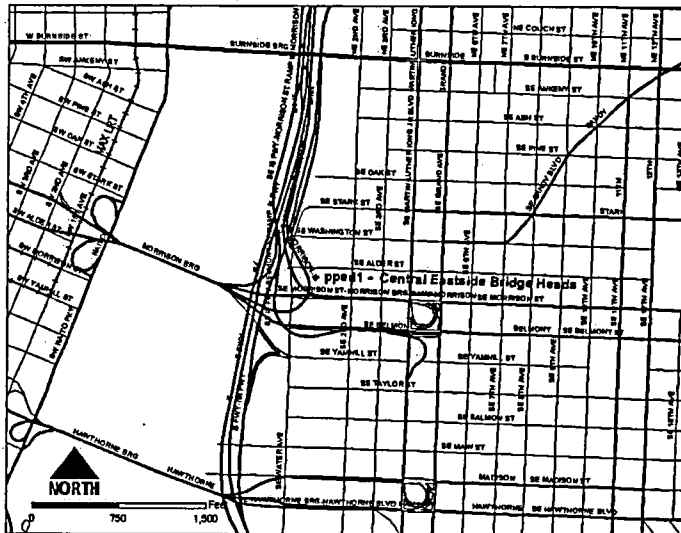
Project: prr3

Grant request: \$3,589,200
Match amount: \$410,800
Total project cost: \$4,000,000
Project sponsor: City of Portland

This project will reconstruct an eight-block section of West Burnside Street to replace aging pavement, curb and sidewalks. The project will re-stripe Burnside to narrow the existing four travel lanes to 10 feet. The

sidewalks will be widened to 15 feet in accordance with Portland's Pedestrian Design Guideline standards. The project will install new pedestrian-scale street lighting fixtures, street trees and grates, bicycle racks, planters, benches and litter receptacles.

Central Eastside Bridge Access



Project: pped1

Grant request: \$1,455,500

Match amount: \$166,600

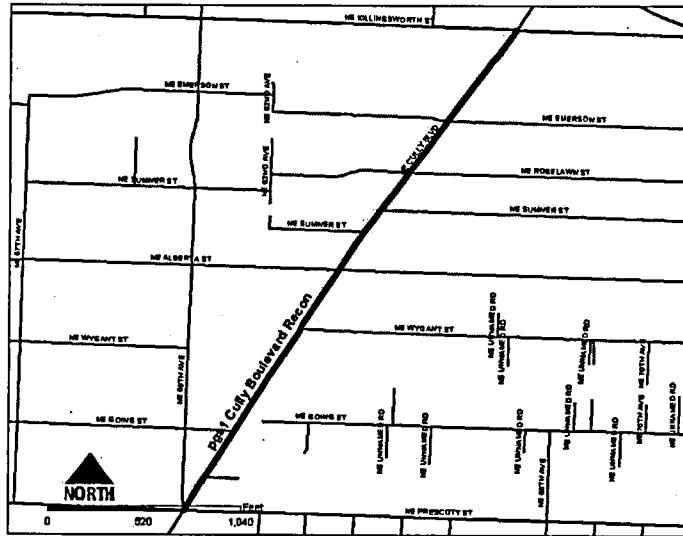
Total project cost: \$1,622,100

Project sponsor: City of Portland

This project would address Willamette River bridge access by investing in the completion and improvement of the pedestrian system on southeast Grand and Water avenues. Providing an infrastructure that is more amenable to the safe and convenient movement of pedestrians and that also improves access to the three bridges will involve filling in sidewalk gaps and removing pedestrian barriers. On both Grand Avenue and Water Avenue, this will involve providing sidewalks and curb ramps where they do not currently exist. Sidewalks will be provided along Grand Avenue, between the Morrison and Hawthorne Bridge approaches and between Hawthorne Boulevard and Madison Street. In addition, a vehicle turn lane (left turn slip lane) will be replaced by a sidewalk on Grand Avenue between southeast Morrison Street and Belmont Street. On Water Avenue, completion of a safe and convenient pedestrian system includes reconfiguration of vehicle ramps from the I-5 and Morrison Bridge structures. These two ramps will be separated by approximately 120 feet, providing for a safer and more convenient crossing distance and eliminating the need for a pedestrian to cross where vehicles are often weaving across lanes to make turns onto Water Avenue. Pedestrian and bicycle access to the south side of the Morrison Bridge will also be improved via a new combined bicycle and pedestrian lane from Water Avenue.

Cully Boulevard

Prescott Street to Killingsworth Street



Project: pgs1

Grant request: \$2,200,000

Match amount: \$1,263,700

Total project cost: \$3,463,700

Project sponsor: City of Portland

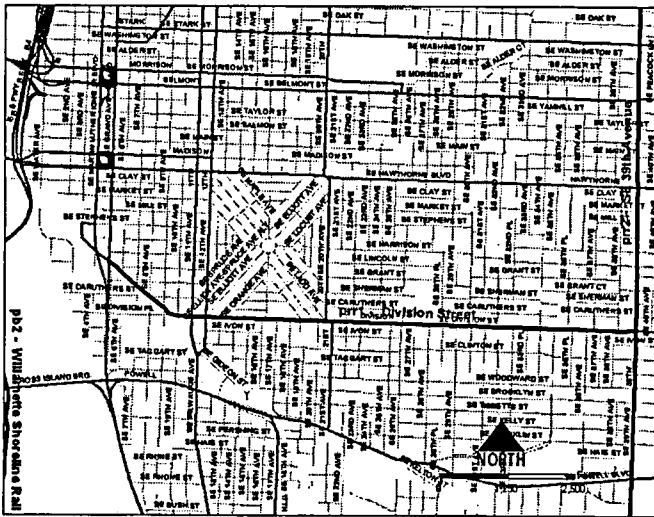
This project will plan, design and rebuild northeast Cully Boulevard between northeast Prescott Street and northeast Killingsworth Street in the City of Portland, incorporating green street design practices. The proposed project will complement a significant public investment in low-income housing adjacent to Cully, provide access to jobs and industry in the Columbia Corridor and at Portland International Airport, and create an atmosphere appropriate to its designation as a 2040 Main Street so redevelopment occurs. Cully Boulevard is an existing center strip paved roadway that is shared between all modes. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement. The project will build needed roadway infrastructure, safety and main street improvements while simultaneously providing a demonstration project for green street design and sustainable roadway construction practices. Alternatives that will be explored will include:

- minimum 6-foot-wide sidewalks
- 4-plus-foot planting strips or street tree wells with detention basins, with street trees that meet the guidelines in the *Trees for Green Streets* manual
- 7- to 8-foot-wide permeable pavement parking lanes
- 8-foot-wide planted bulb-out infiltration wells that take the place of the parking lanes in some places to capture stormwater runoff through modified curbs
- 13-foot-wide median swale with modified curbs to capture stormwater runoff
- 5-foot bike lanes in each direction
- Two 11-foot travel lanes.

Division Street

Planning: 12th Avenue to 60th Avenue

Reconstruction: 6th Avenue to 39th Avenue



Project prr1

Grant request: \$2,500,000

Match amount: \$286,000

Total project cost: \$2,786,000

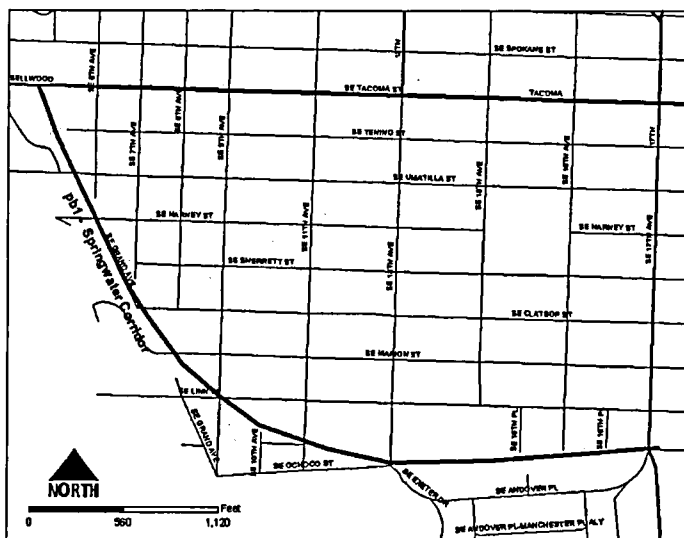
Project sponsor: City of Portland

This project will reconstruct and restore pavement conditions on southeast Division Street in the City of Portland to retain mobility and access between Southeast Portland neighborhoods, downtown, and the Central Eastside Industrial District. The project will also plan and build pedestrian, transit and bicycle improvements to enhance this 2040 Main Street, which has frequent TriMet service. Prior to construction, the project will develop a transportation and streetscape plan for City Council adoption with the input and involvement of area residents, property owners and business owners. The plan will complement a Land Use and Transportation Study of southeast Division Street that the Portland Office of Transportation and the Portland Planning Bureau will conduct prior to the start of the proposed project. The City study will consider new zoning designations, transportation policy objectives and street design goals that would support the 2040 Main Street designation. The Division Streetscape Plan will develop design alternatives and identify streetscape and transportation improvements between southeast 12th Avenue and southeast 60th Avenue such as:

- pedestrian crossing improvements using curb extensions or median islands
- bicycle parking and improved access from adjacent parallel bike routes to Division Street
- transit amenities such as curb extensions, benches, and shelters
- green street solutions such as porous pavement, stormwater mitigation and street trees
- pedestrian-scale street amenities such as lighting, kiosks, benches, and public art
- signal enhancements to increase safety for motorists and pedestrians and to improve signal communications for transit priority technology
- opportunities for creating a sense of place that supports the mixed-use, multi-modal character of the neighborhood.

With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project. The project will design and build streetscape improvements between southeast 12th Avenue and southeast 39th Avenue, complete base repair and pavement reconstruction between southeast 6th Avenue and southeast 14th Avenue and grind and overlay asphalt in the area between southeast 14th Avenue and southeast 39th Avenue.

Eastbank Trail/Springwater Gaps

**Project: pb1**

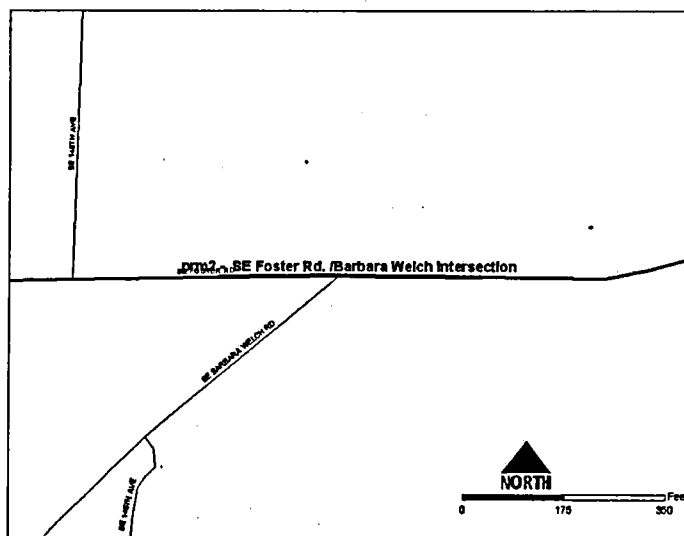
Grant request: \$1,050,000
Match amount: \$450,000
Total project cost: \$5,907,600

Project sponsor: City of Portland

This project will complete preliminary engineering and right of way acquisition for Phase 3 of the Eastbank Trail from Oregon Museum of Science Industries (OMSI) to the Springwater Corridor Trail, a 0.9-mile section of the otherwise fully improved 19.2 mile long trail in the Springwater Corridor. Phase 1 of the Eastbank trail, from Ivon Street to Umatilla Street, is open. The second phase, called the Three Bridges section, from southeast 19th Avenue to the Springwater Trail east of McLoughlin Boulevard and Union Pacific Railroad) is being designed. Portions of Phase 3 will be rail-with-trail in the southeast Grand Avenue and Ochoco Street right of way used by Oregon Pacific Railroad.

Foster Road

at southeast Barbara Welch Road intersection

**Project: prm2**

Grant request: \$3,500,000
Match amount: \$1,016,300
Total project cost: \$4,516,300

Project sponsor: City of Portland

Southeast Foster Road is currently on two bridges crossing Johnson Creek. The southern bridge is structurally obsolete and provides limited clearance for fish passage and riparian habitat. This project would widen the northern bridge for Foster Road approximately 14 feet to provide adequate room for two travel

lanes, bicycle lanes and sidewalks and widen and realign the Barbara Welch Road intersection to provide sidewalks, bike lanes and a northbound left turn lane. The project also includes installation of a traffic signal at the intersection and removal of the second structure to improve fish passage and riparian habitat in Johnson Creek. The existing intersection has no signal and there is no provision for left turns on Barbara Welch Road, which has seen extensive housing development in the last five years. The intersection has a high accident rate due mainly to vehicles turning from Barbara Welch Road. There are no bike lanes or sidewalks on either of the roadways.

Interstate TravelSmart Project

Going Street to North Columbia Boulevard

Project: ptdm1

Grant request: \$300,000
Match amount: \$30,000
Total project cost: \$330,000

Project sponsor: City of Portland

The Interstate TravelSmart Project is a project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Avenue Corridor in the City of Portland. Portland seeks funds to implement TravelSmart around four of the new light-rail stations at Kenton, Lombard Street, Portland Boulevard and Killingsworth Street. The project is designed to coincide with the startup of Interstate MAX. In addition it will complement changes in transit service and improvements to bike and pedestrian facilities that are planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit, and provides the information and training needed to get them where they want to go without driving alone in their cars. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A large-scale project in South Perth, Australia reduced car travel by 14 percent.

Killingsworth Street

Interstate Avenue to Martin Luther King Boulevard
(PE only)



Project: pblvd2

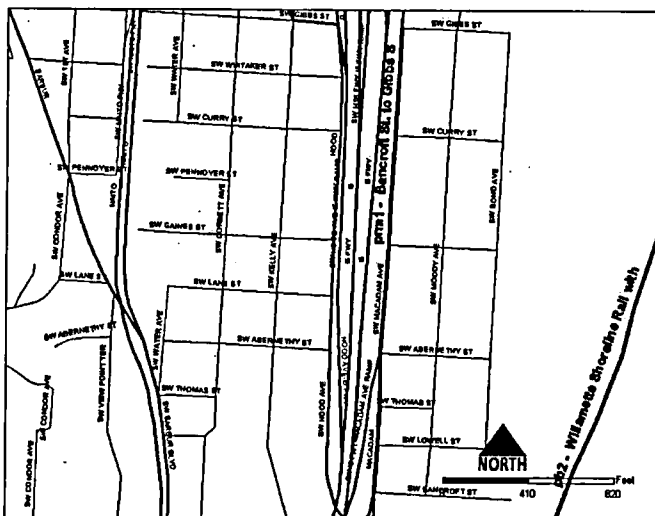
Grant request: \$1,000,000
Match amount: \$100,000
Total project cost: \$1,100,000

Project sponsor: City of Portland

This project is for preliminary engineering for a boulevard retrofit of Killingsworth Street, a designated mainstreet in the City of Portland. The project will reconstruct and widen sidewalks, add curb extensions for bus stops and trees, create new street crossings, transit stop improvements and street lights and street furniture to improve the pedestrian environment. Existing 10-foot sidewalks will be widened to 12 feet (and ultimately to 15 feet through re-development). Existing 6-foot sidewalks (15 feet upon redevelopment) will be supplemented with curb extensions in the center and end of each block to add space for street lights and trees while maintaining on-street parking. The project will also widen and add green bridge landscaping to the I-5 over crossing bridge to reduce its effect as a barrier.

Macadam Avenue

SW Bancroft Street to Gibbs Street



Project: prml

Grant request: \$2,350,000
Match amount: \$352,500
Total project cost: \$2,702,500

Project sponsor: City of Portland

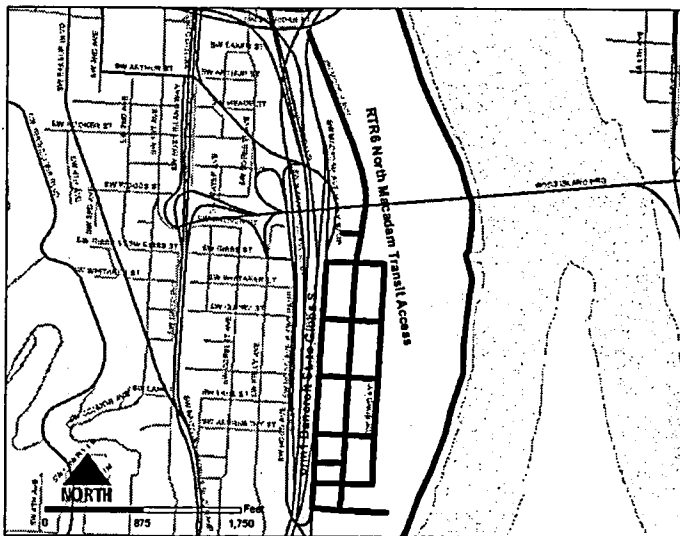
This project constructs improvements at two intersections on Macadam Avenue in the City of Portland:

Macadam/Bancroft/Hood: Install concrete barrier along Hood from the intersection north 1,200 feet; re-stripe Hood/Macadam to accommodate two lanes at the signal (one right turn to northbound Macadam, one through lane eastbound to Bancroft); restripe Macadam for one block south of the intersection to accommodate a dedicated receiving lane for left turns from Bancroft to southbound Macadam; enlarge island on west side of the intersection and provide additional plantings in the island and around the intersection.

Macadam/Curry: Signalize the Macadam/Curry intersection with a three-phase signal controlling northbound Macadam, westbound Curry and an extended I-5 off ramp; extend existing I-5 off ramp lane (12 feet wide) north 950 feet to the Curry intersection and provide a concrete barrier between the off ramp and Macadam up to the Curry intersection to prevent early merging and weaving.

North Macadam Access

Moody Street, Bond Street and Bancroft Street



Project: rtr6

Grant request: \$448,850

Match amount: \$51,150

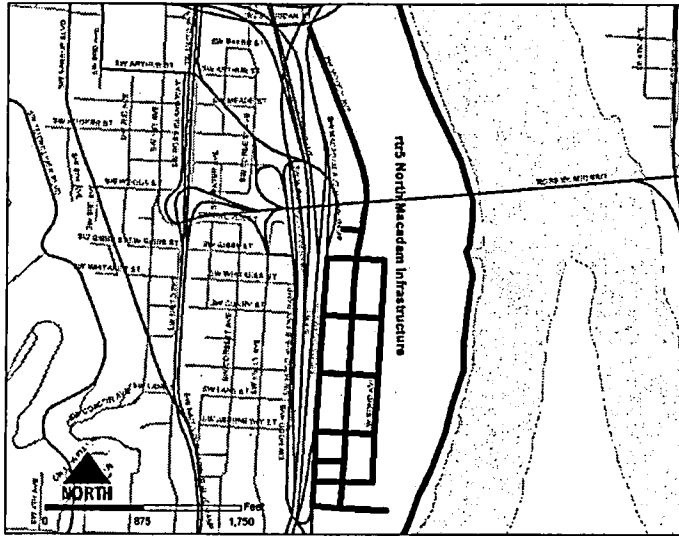
Total project cost: \$500,000

Project sponsor: TriMet

This project would include improvements along streets entering, exiting and within the North Macadam area in the City of Portland to support planned redevelopment. These include Moody, Bond and Bancroft streets, and may include other streets within the area. Project elements will need to be finalized as engineering is finished for this area and construction begins, but will focus on street, curb, sidewalk and signal improvements to facilitate transit movements through the North Macadam District. Elements will include transit priority at signalized intersections, roadway treatments or construction elements that enhance transit operations, potential turning lane treatments or other transit only movements that allow transit to avoid the heaviest traffic congestion.

North Macadam Infrastructure

Moody Street, Bond Street and Bancroft Street



Project: rtr5

Grant request: \$1,346,550
Match amount: \$153,450
Total project cost: \$1,500,000

Project sponsor: TriMet

This project would include improvements within the North Macadam area in the City of Portland to support planned redevelopment. These include Moody, Bond, Bancroft streets and may include other streets within the area. Project elements will need to be finalized as engineering is finished for this area and construction begins, but will focus on street, curb, sidewalk and signal improvements to facilitate transit movements through the North Macadam District. Elements will include transit access improvements including roadway improvements, stop and station infrastructure, and transit priority for transit operations within the district and access and egress to and from the district. Specific projects may include bus stop and station improvements at bus/streetcar transfer or joint platform locations. Treatments also can include transit priority at signalized intersections, potential turning lane treatments or other transit only movements that allow transit to avoid the heaviest traffic congestion.

North Macadam Transit Oriented Development Project

North Macadam District: SW Bond and Moody avenues

No map

Project: ptod1

Grant request: \$500,000
Match amount: \$1,100,000
Total project cost: \$1,600,000

Project sponsor: City of Portland

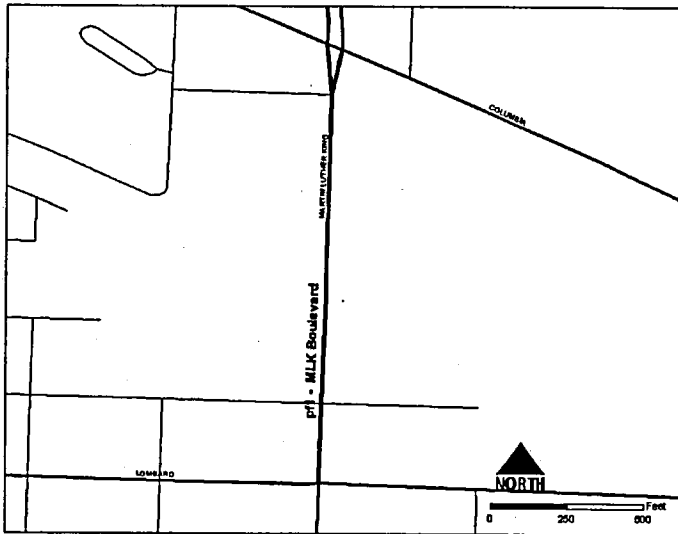
This project constructs improvements to SW Bond and Moody avenues in the North Macadam District in Portland. As North Macadam transitions from an industrial district to a dense and vibrant urban riverfront neighborhood, Bond and Moody must be improved to provide access for all modes and to support development in this key central city district. The project is intended primarily to support the development of the last large undeveloped district in the central city, the North Macadam District. Adopted plans for the district anticipate the creation of 10,000 jobs and 3,000 or more housing units over the next 20 years, supported by the creation of an urban renewal area. Bond and Moody avenues are partially improved (both paved and unpaved) streets in the district lacking pedestrian, bicycle and transit facilities.

Improving Bond and Moody avenues will provide vehicular, transit, bicycle and pedestrian access and act as a catalyst for redevelopment. Both Bond and Moody avenues would be improved to meet a full urban standard and to catalyze development in the North Macadam District. The two streets will act as a one-way couplet between Bancroft and Gibbs, and will accommodate two travel lanes, two parking lanes, a bike lane, and 12 foot (Moody) and 13 foot (Bond) sidewalks. Upon completion of Bond, TriMet has committed to providing bus service within the district, and the streets will eventually accommodate the future expansion of Portland Streetcar into the district. Portland Department of Transportation has adopted design standards for the district that call for curb extensions, special street lighting, underground utilities, special sidewalk treatment, and other pedestrian amenities.

NE Martin Luther King Jr. Boulevard

NE Columbia to NE Lombard

PE and ROW only



Project: pf1

Grant request: \$2,000,000

Match amount: \$14,835,000

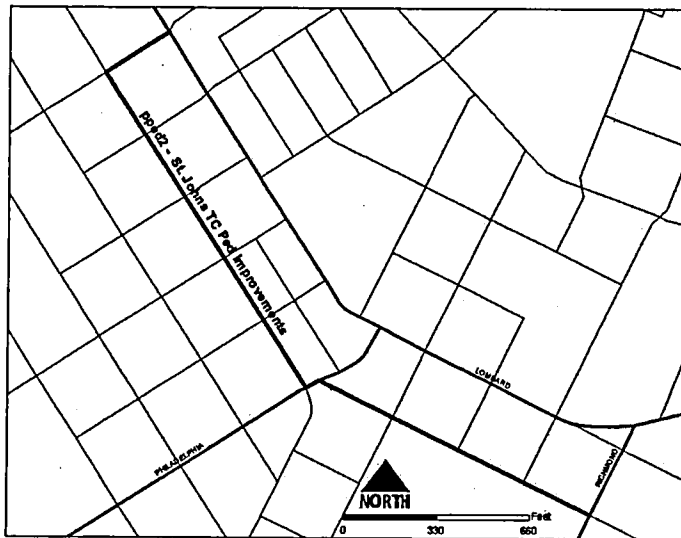
Total project cost: \$16,835,000

Project sponsor: City of Portland

This project will complete preliminary engineering and right of way acquisition to widen northeast Martin Luther King Jr. Boulevard in this vicinity to provide room for truck turning movements by adding a continuous left-turn lane between Lombard Street and Columbia Boulevard. Currently, there is not enough storage for left turning vehicles. The project aims to create an efficient link between northeast Lombard Street and northeast Columbia Boulevard at northeast Martin Luther King Jr. Boulevard to ultimately improve freight access to I-5.

St. Johns Town Center Pedestrian Improvement

N Lombard/ St Louis/ Ivanhoe, Ivanhoe/Philadelphia, N Ivanhoe/Richmond and Ivanhoe/ Charleston intersections



Project: pped2

Grant request: \$1,933,740

Match amount: \$221,260

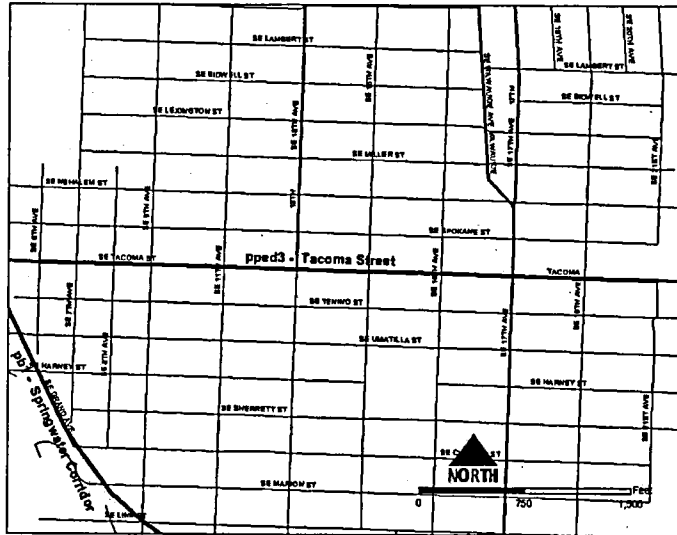
Total project cost: \$2,155,000

Project sponsor: City of Portland

This project would implement improvements identified in the St Johns Truck Strategy, adopted by City Council in July 2001 and through the on-going St. Johns/Lombard Street plan process to address impacts of truck traffic on pedestrian circulation and access to the St. Johns town center. These improvements include:

- Redesign of the north Lombard/St. Louis/Ivanhoe and Ivanhoe/Philadelphia intersections that includes curb extensions and median refuges. Signal coordination between the these two intersections along with realignment of the Lombard/St Louis/Ivanhoe intersection will allow for signal phasing that improves freight flow and creates a phase in which pedestrians may cross Ivanhoe Street between the two intersections without conflicting truck traffic.
- Curb extensions at the north Ivanhoe/Richmond and Ivanhoe/Charleston intersections and signalization of the North Ivanhoe/Richmond intersection.

Tacoma Street SE 6th Avenue to SE 21st Avenue



Project: pped3

Grant request: \$1,278,000

Match amount: \$146,000

Total project cost: \$1,424,000

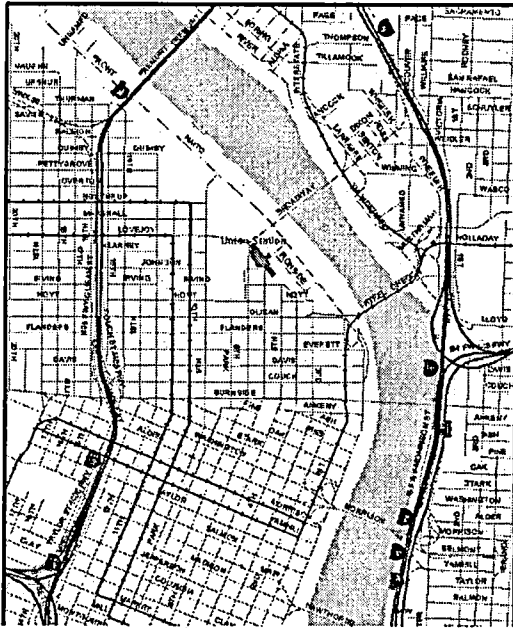
Project sponsor: City of Portland

This project constructs a total of 12 curb extensions, six at transit stops, to enhance crossing safety by reducing the crossing distance, improving sight distances and access to transit service. The need for this project was identified in the Tacoma Street Mainstreet Plan, completed by the City of Portland in 2001, which identified pedestrian crossing safety as the major transportation issue in the corridor. The curb extensions also will provide the opportunity to enhance the streetscape by providing space for street trees. The current sidewalk width is too narrow to meet city standards for street trees. Bicycle travel within the Tacoma corridor and connecting to the Sellwood Bridge is difficult due to the volume of traffic, lack of width to provide bicycle lanes, and narrow sidewalks. To accommodate bicycles, the plan proposes development of a bicycle boulevard couplet on adjacent side streets, consistent with Portland's Bicycle Master Plan. Improvements proposed include curb extension crossing improvements on southeast Spokane and Umatilla streets at the two major cross streets, 13th and 17th avenues, in addition to speed bumps are constructed as part of Phase I. A median refuge on Tacoma St at 21st Avenue will help facilitate connections from the bike lanes on the Tacoma overpass to the Spokane/ Umatilla bicycle boulevard traffic signal upgrades at 13th and 17th avenues are also part of this project, and will improve timing and coordination to enhance traffic capacity in the corridor. Phase II improvements, funded for 2003/2004 through a grant from the ODOT Bicycle and Pedestrian program will construct three median refuge islands and six curb extension to improve pedestrian crossing safety in the corridor.

Union Station Multi-modal Plan



Vicinity Map Portland Union Station



Project: ppln1

Grant request: \$300,000

Match amount: \$184,860

State Transportation

Enhancement: \$1,500,000

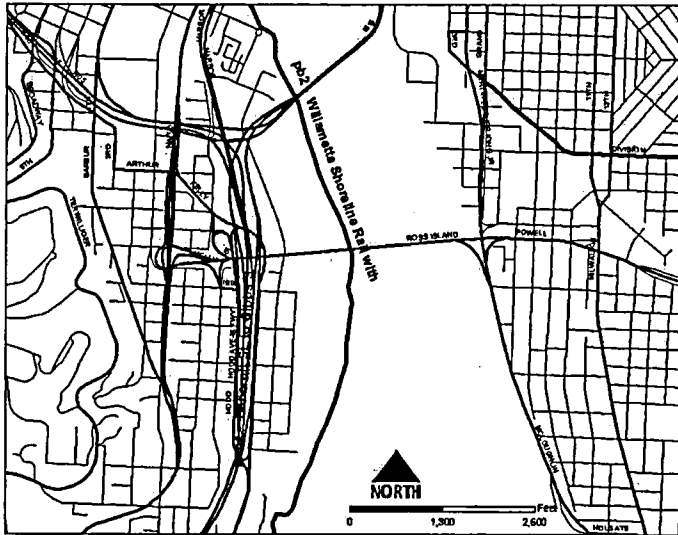
Total project cost: \$1,984,860

Project sponsor: City of Portland

The goals of this project are to conduct planning tasks aimed at improving transit connections at Union Station and to complete architectural and engineering work needed to make critical building upgrades. In doing so, this project will improve transportation access within the northwest region, the state and the metro region. The transportation planning tasks to be conducted include defining projects around the station that will improve multi-modal access between Amtrak, TriMet's light rail line, the streetcar, and inter and intra-city bus systems, as well as for pedestrians and bicyclists. A preliminary engineering report was completed for Union Station in 2001 which identified over \$12 million of needed structural, electrical, and mechanical improvements. This project will also include developing the architectural and engineering plans and construction documents needed to make many of the critical improvements identified in that report.

Willamette Greenway

River Forum Building (SW Bancroft Avenue) to SW Gibbs



Project: pb2

Grant request: \$1,256,200

Match amount: \$143,800

Total project cost: \$1,400,000

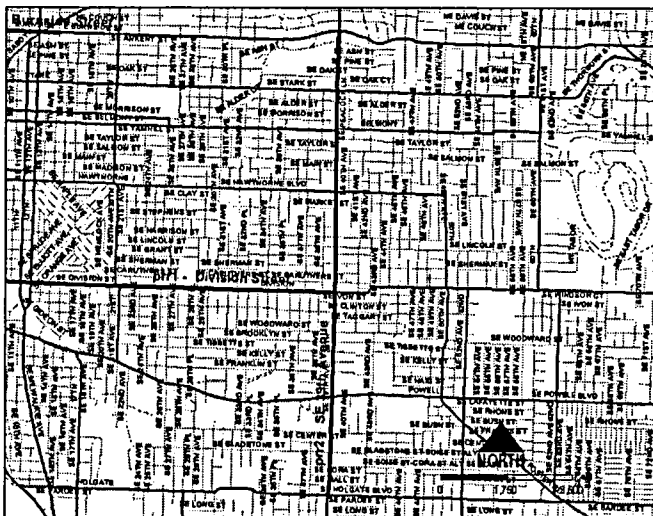
Project sponsor: Portland Parks and Recreation

This project will construct two 12-foot-wide trails separated by a minimum 6-foot-wide planting strip. The trail nearer the riverbank will be designated for pedestrians (including wheelchairs and baby strollers). The second trail will be designated for use by non-motorized "wheels" such as bicyclists, skateboarders and skaters. Connections will be made to each of the new east-west streets in the district. Lighting, benches, bike racks, drinking fountains, overlooks, signage and landscaping along the trail corridor will be provided as part of the project. This is the largest remaining gap in the southwest portion of the Willamette Greenway.

SE 39th Avenue

Burnside Street to Holgate Street

(PE only)



Project: prr2

Grant request: \$400,000

Match amount: \$90,000

Total project cost: \$490,000

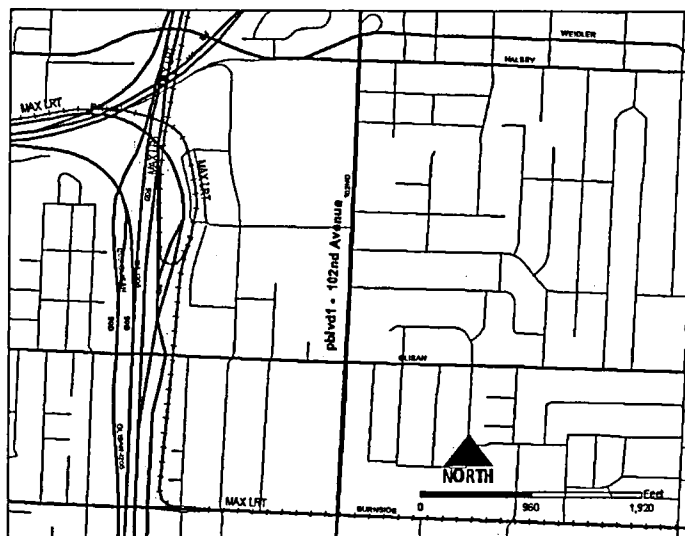
Project sponsor: City of Portland

This project is for preliminary engineering to upgrade southeast 39th Avenue in the city of Portland. The existing condition of the pavement along southeast 39th is categorized as poor to very poor and by 2012 the entire segment will be very poor. Current maintenance activities are no longer cost effective for extending the street's life and full depth reconstruction is the only way to allow it to serve the city well into the 21st century. A full analysis of the pavement condition and base cores will be conducted as well as information on the current drainage system to determine if upgrades need to be made to meet current standards. Once this information is gathered, the 2.25-mile project segment will be broken into phases.

In addition to the roadway reconstruction, the project will define locations where improvements can be made to provide safer pedestrian and bicycle crossing opportunities and vehicle turn movements. The study will analyze vehicle crash data, and improvements may include streetscape features to slow vehicle speeds and improve sight distance. The study will also identify where opportunities exist to upgrade signals to provide left turn phasing, left turn pockets and an overall higher level of intersection control. The locations for further safety improvements will be identified through a public process that will involve all stakeholders.

102nd Avenue

NE Weidler Street to E Burnside Street



Project: pblvd1

Grant request: \$3,350,000

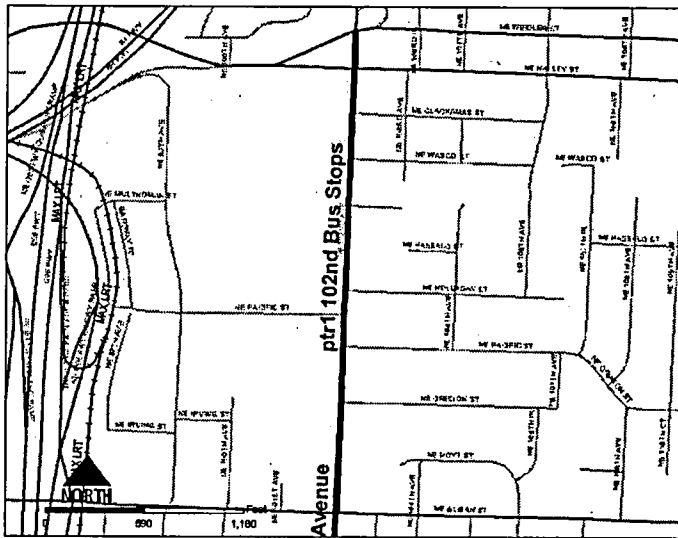
Match amount: \$1,500,000

Total project cost: \$4,850,000

Project sponsor: City of Portland

This project is a boulevard retrofit of 102nd Avenue in the Gateway regional center in Portland. This project will stripe two 6-foot bike lanes, construct new 12-foot sidewalks on both sides of the street, construct a new median where appropriate, while reducing travel lane widths from 11 – 12 feet to 10.5 – 11 feet. New pedestrian crossings will be established along the corridor, including median refuge islands and curb extensions. Street tree plantings will be provided in a 4 – 6 feet planting strip between the sidewalk and the curb, and also in the median. Where possible, green street techniques will be used in the median strip, planting strip and curb extension to provide stormwater treatment.

102nd Avenue Bus Stops Weidler Street to Glisan Street



Project: ptr1

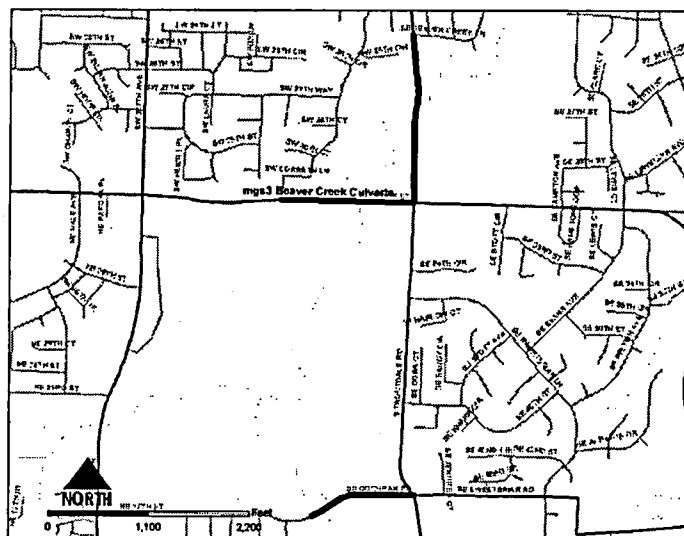
Grant request: \$134,655
Match amount: \$15,345
Total project cost: \$150,000

Project sponsor: TriMet

This project will focus on improving transit access for pedestrians, transit amenities and visibility on northeast 102nd Avenue, the main north-south corridor in the Gateway regional center in Portland. These improvements will be coordinated with the City of Portland's improvements to the area in further developing Gateway's potential as a regional center. Transit improvements will focus on passenger information and amenities to improve the accessibility, visibility and viability of high-frequency bus service on this important street. In addition to standard bus stop improvements, elements may include higher-volume shelters, bus stop elements with unique character to reflect the regional center, Transit Tracker, lighting, bike racks, artwork or other design elements incorporated into the stop. The full range of improvements would be applied in the area where the City of Portland is planning a boulevard retrofit of 102nd Avenue, between northeast Halsey Street and northeast Glisan Street. However, other improvements would be included in the remainder of the area identified in this application to the extent that they would not hamper the city's plans or become obsolete after improvements. These could include Transit Tracker, shelter installations, signage and unique design elements.

Multnomah County Projects

Beaver Creek Culverts



Project: mgs3

Grant request: \$1,470,000
Match amount: \$3,400,000
Total project cost: \$4,870,000

Project sponsor: Multnomah
County

The project area is located along the lower 3 miles of Beaver Creek within the cities of Troutdale and Gresham. A total of 13 culverts on Beaver Creek have been identified by Multnomah County and Metro as probable seasonal or perennial fish passage barriers. This project seeks replacement of the three downstream-most culverts, opening 4.6 miles of Beaver Creek to fish passage. The lower Beaver Creek is critical habitat to federally endangered species including Lower Columbia River Chinook Salmon and Steelhead Trout, and candidate species including Lower Columbia River Coho Salmon. Replacement of the culverts will allow Multnomah County to undertake necessary future roadway improvements to Stark Street and Troutdale Road as Identified in the Regional Transportation Plan and Multnomah County's Capital Improvement Plan and Program. Stark Street is currently two travel lanes and is planned for four travel lanes, sidewalks and bicycle lanes and a center turn lane/median. Troutdale Road is currently two travel lanes and is planned for the two travel lanes plus sidewalks, bicycle lanes and center turn lane/median.

NW 13th Street and Civic Station light-rail station



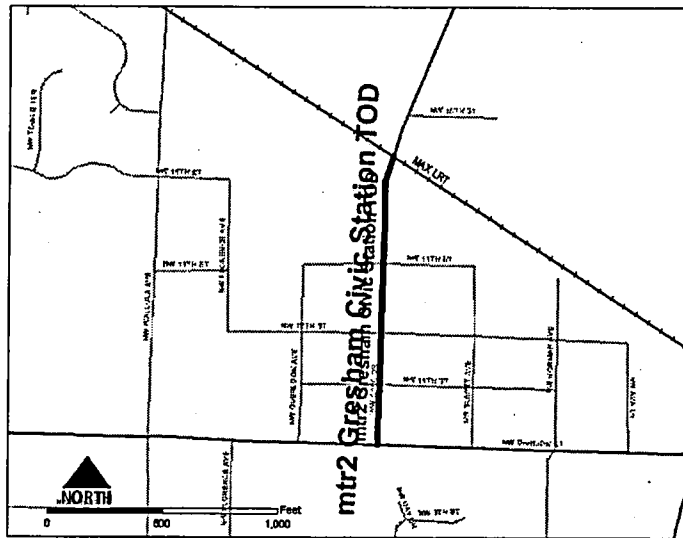
Grant request: \$250,000
Match amount: \$25,675
Total project cost: \$275,675

Project sponsor: Metro

This project is a green street demonstration project to retrofit Civic Drive to treat stormwater runoff from approximately 12,800 square feet of impervious surface using larger street trees and structural soils. Curb inserts or perforated curbs that are consistent with the *Green Streets* handbook will be used to maintain the integrity of the curb while directing stormwater runoff into street tree wells. Existing trees will be salvaged and planted in another location within the TOD project area. Large street trees will be selected from the *Trees for Green Streets* guide and planted in a site-specific structural soil mix that is amended with organic material. The structural soils will allow larger street trees to be planted, which is unusual in high-density urban areas. The result is a reduction of the volume of runoff that enters the stormwater collection system that does not compromise the amount of right of way available for on-street parking, bike movement, transit stops and pedestrian activities.

The existing stormwater system will be used as an overflow device that directs water to an underground cistern and recycled through a water feature on the northwestern corner of the adjacent lot. This water feature will be a central gathering place and will be used as an opportunity to educate people about the impacts of stormwater runoff on natural stream systems. Signage will be used to explain how the green street treatment helps to mitigate the impervious street surface. Educating the public about the impacts of streets on streams is one of the ways to make green street projects more publicly acceptable. This green streets demonstration project will be coordinated with construction of five-story mixed-use development called The Crossing and the new MAX station and plaza in Gresham Civic Neighborhood.

Gresham Civic Station and TOD Development



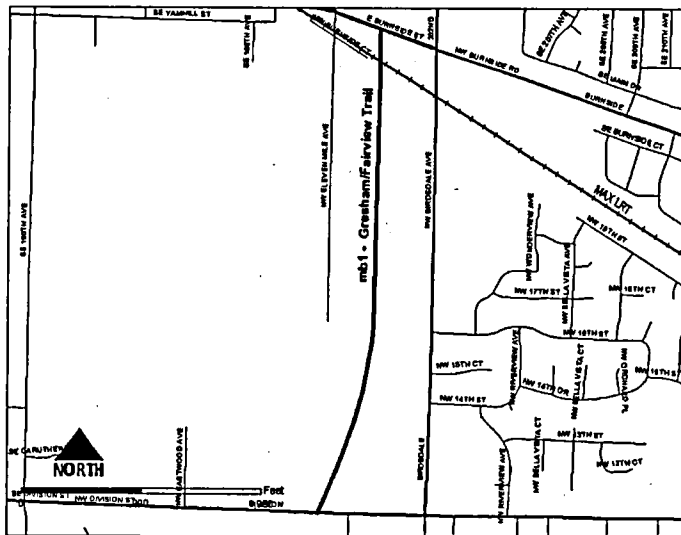
Project: mtr2

Grant request: \$3,450,000
Match amount: \$979,500
Private Source(s): \$256,000,000
Total project cost: \$260,390,500

Project Sponsors: City of Gresham, TriMet and Metro

This project constructs a new light-rail station and transit plaza immediately surrounding the future MAX station on 85-acres of vacant land west of Civic Drive in the City of Gresham. This project provides a unique opportunity to design and build a transit station and the surrounding transit-oriented development (TOD) together. When completed, this will be the largest TOD in the region outside Portland's downtown that is physically or functionally connected to transit and a rare opportunity for the transit station to be surrounded by a TOD on all sides. The proposed transit station is the epicenter of Gresham Civic Neighborhood, which will eventually include 700,000 square feet of retail, 1,100 housing units (including for sale and for rent, elderly, market rate and affordable), grocery store, movie theaters, restaurants, health club, health care and office.

Gresham/Fairview Trail Division Street to Burnside Street



Project: mb1

Grant request: \$630,000
Match amount: \$190,000
Total project cost: \$820,000

Project sponsor: City of Gresham

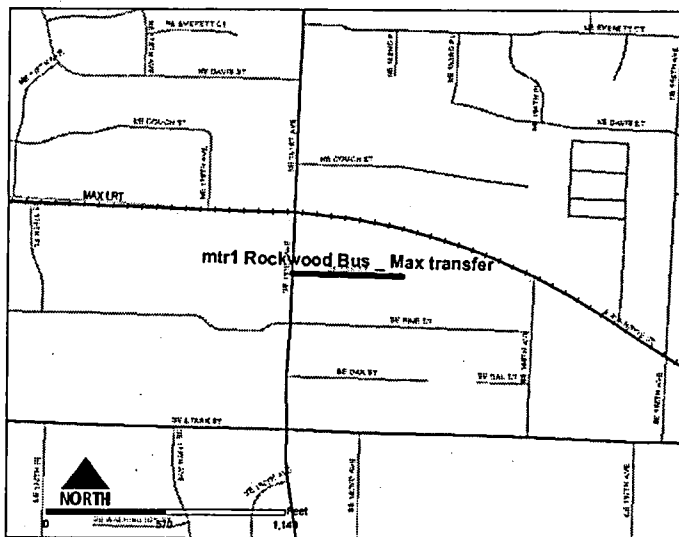
This project will construct a 1.1-mile section of the Gresham Fairview Trail from Burnside Street to Division Street. The GFT is a 5-mile, multi-use path. When complete, the trail will connect established neighborhoods

to employment centers, the Rockwood Town Center and two other regional multi-use paths (the Springwater Corridor Trail and the Marine Drive trail along the Columbia River).

Currently, West Gresham has limited access to safe bicycle and pedestrian facilities. The neighborhoods in this area must use major arterial streets, which are not bicycle-friendly, especially for recreational cyclists. Expanding the off-street network in East Multnomah County is essential given the increasing popularity of multi-use paths. The Springwater Trail alone is estimated to have more than 1 million riders this year.

Rockwood Bus to MAX

Burnside Street at E 181st Avenue and Rockwood Transit Center at Burnside Street/E 188th Avenue



Project: mtr1

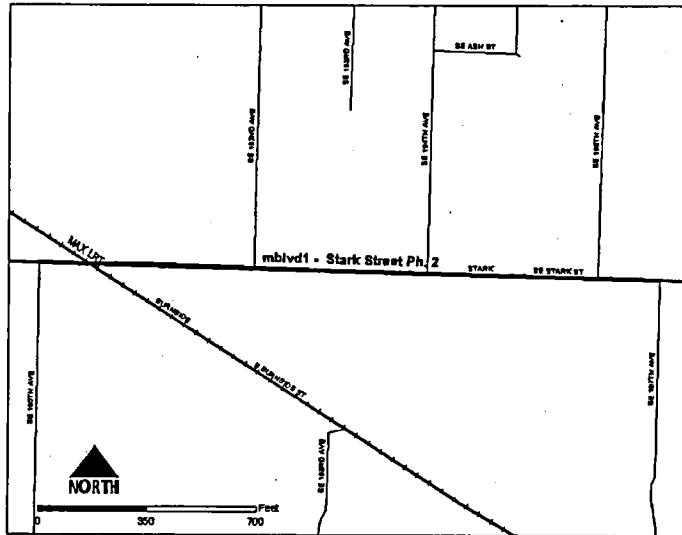
Grant request: \$381,520
Match amount: \$43,480
Total project cost: \$425,000

Project sponsor: TriMet

This project would include a mix of improvements at the key bus/MAX transfer locations in the Rockwood town center area. Elements could include higher-capacity bus shelters, Transit Tracker, pedestrian improvements and accessibility improvements between platforms and bus stops, way finding signs between platforms and bus stops. Other items could include lighting, bike storage facilities, as well as possible ticket vending or unique signage.

Stark Street

190th Avenue to 197th Avenue



Project: mbld1

Grant request: \$1,800,000

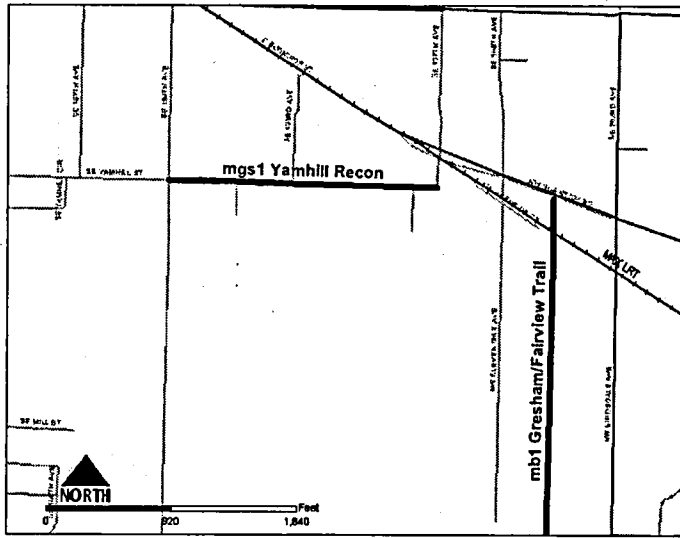
Match amount: \$206,018

Total project cost: \$2,006,018

Project sponsor: City of Gresham

This project is a boulevard retrofit of Stark Street in the city of Gresham. The project will construct boulevard improvements from 190th Avenue to 197th Avenue, which includes mitigating the dangerous mega-intersection of Stark Street, Burnside Street, 190th Avenue and light rail in the heart of the Rockwood town center. Stark Street is a major arterial with four travel lanes and a continuous left-turn lane. It is a heavily trafficked street with high pedestrian activity. The light-rail stations within the project area are some of the most highly used stations in Gresham. Unfortunately, because of Stark Street's auto-oriented design, it has one of the highest pedestrian collision rates in the city Gresham. The proposed project will reconfigure the existing right of way to safely accommodate alternative travel modes. It will slow automobile speeds by narrowing travel lanes and tightening corner turn radii. A raised landscaped median and pedestrian refuges will be added where the continuous left-turn lane exists today to increase the number of crossing opportunities for pedestrians. Sidewalks will be widened. Bike lanes, street trees and pedestrian-scale lighting will be added. On-street parking will be added where right of way is available. Utilities will be undergrounded using local funds. Stark Street also is included in Gresham's signal optimization program, which will better control travel speeds through signal timing.

190th Avenue to 197th Avenue

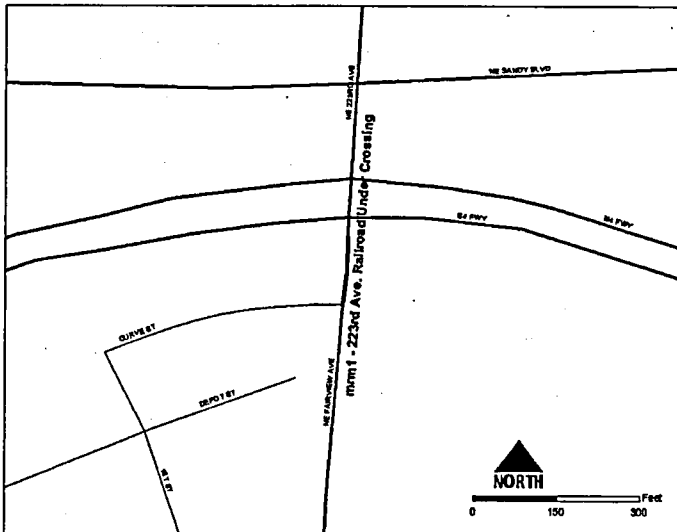
**Project: mgs1**

Grant request: \$450,000
Match amount: \$51,500
Total project cost: \$501,500

Project sponsor: City of Gresham

The project will demonstrate Metro's innovative green street guidelines on Yamhill Street, a neighborhood collector located in the Rockwood town center in Gresham. Currently, Yamhill Street is a well-used but substandard street, lacking both sidewalks and bike lanes. The project will construct two 9-foot travel lanes, bike lanes and on-street parking using pervious concrete from 190th to 197th Avenue. Edge treatment using a slotted or perforated curb will define the parking lane from the grassy swale. A sidewalk, also constructed of pervious concrete, will be added at the edge of right of way and separated from the travel space by the swale. Street trees will be incorporated to fill the gaps between the existing mature fir trees.

223rd Avenue railroad undercrossing

**Project: mrm1**

Grant request: \$3,400,000
Match amount: \$2,000,000
Total project cost: \$5,400,000

**Project sponsor: Multnomah
County**

This project will replace the existing Union Pacific Railroad (UPRR) bridge over 223rd Avenue to allow the widening of 223rd Avenue to current street standards, including the provision of sidewalks and bicycle lanes. The existing bridge carries one railroad track. UPRR desires the new bridge to accommodate two track lines. New retaining walls are required to retain the paved front slopes of the adjacent I-84 bridge as well as the existing steep slopes along both sides of 223rd Avenue south of the existing UPRR bridge to accommodate

the road widening. The existing basalt retaining wall on the west side of 223rd Avenue is anticipated to be removed. Street illumination will be installed through the 223rd Avenue corridor.

223rd Avenue is a major collector and it is a Collector of Regional Significance. 223rd Avenue provides an important connection to Blue Lake Regional Park to the Fairview/Wood Village Town Center and the Gresham Regional Center; truck access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview, Wood Village and Troutdale. 223rd Avenue is also part of the Portland 40 Mile Loop System and is designated as a Regional Access Bikeway in the Regional Transportation Plan and, it is a connection between the Pedestrian District in Fairview and Sandy Boulevard, which is also an important Transit/Mixed Use Corridor.

242nd Avenue

Glisan Street to Stark Street

Project mrr1

Grant request: \$550,000
Match amount: \$550,000
Total project cost: \$1,100,000

Project sponsor: Multnomah
County

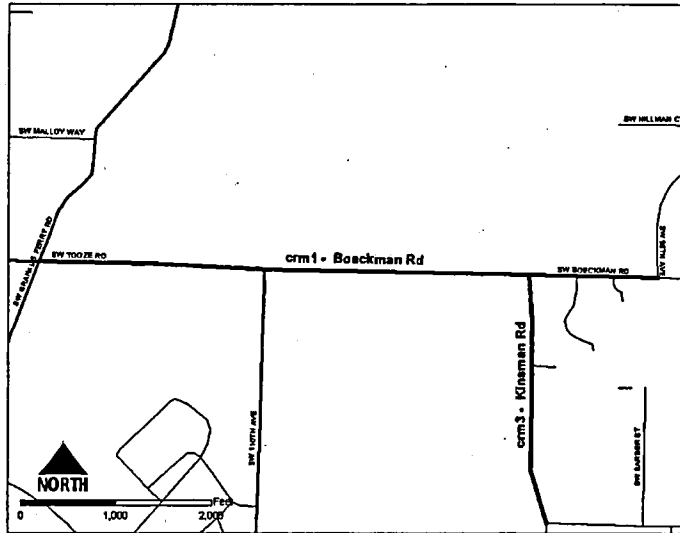
This project would construct 242nd Avenue to Principal/Major Arterial Standards for approximately 0.6 miles. The project design includes four travel lanes, a center turn lane/median, sidewalks and striped bicycle lanes. Most likely, the new construction will include a planted median (as opposed to a continuous center turn lane). The median as well as the new edge of pavement will include street trees, illumination and drainage elements compatible with green street design elements.

242nd Avenue experiences problems at the local and regional levels. From a local perspective, 242nd Avenue needs to be constructed to Principal/Major Arterial standards. Presently, 242nd Avenue consists of 2 travel lanes in each direction, a sidewalk on only one side, no bicycle lanes and no median/center turn lane. The lack of the median/center turn lane is an existing safety hazard. Ingress and egress to the residential neighborhood on the east side of 242nd Avenue is difficult and dangerous with the lack of a center turn lane. From a regional perspective, 242nd Avenue is an important transportation connection between I-84 and US 26, and a key element to growth in the regional economy.

Clackamas County Projects

Boeckman Road Extension

95th Avenue and Grahams Ferry Road



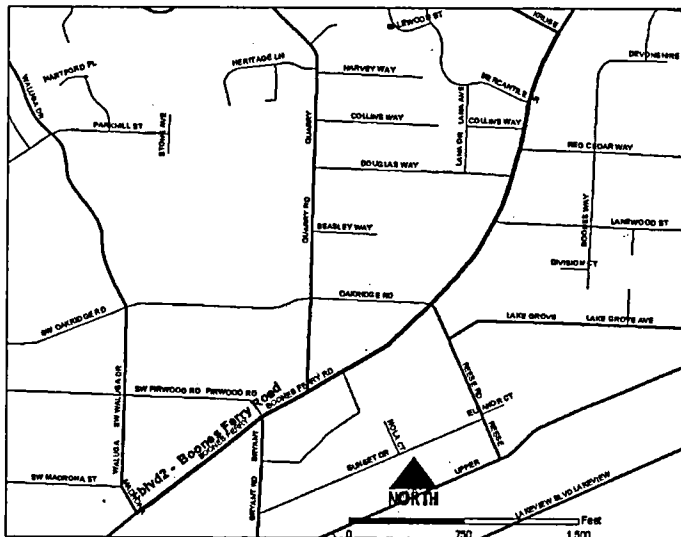
Project: crm1
2002-05 MTIP: \$1,956,000
Match amount: \$1,263,700
OTIA: \$1,976,000
Total project cost: \$15,693,000

Project sponsor: City of Wilsonville

This project extends Boeckman Road approximately 6,500 linear feet to the west of its current terminus. Boeckman Road is a Metro-designated regional street that will provide a multi-modal link from the proposed Dammasch mixed-use urban village, called Villebois, to industrial and employment areas, the Wilsonville commuter rail station and transit center, I-5 and Wilsonville town center. This project is anticipated to include two 12-foot travel lanes, a 14-foot left turn lane/median, 6-foot on-street bike lanes and 6-foot offset sidewalks. A landscaped median and 5-foot buffer planting strips between curb and sidewalk will be provided to the extent possible. It remains to be determined if the full street section can be built at the portion of the project that crosses the Coffee Lake Creek wetlands complex, as this area of significant resource will need to be bridged in some resource protective manner. However, this natural resource does provide additional opportunity for human/resource interface and its successful integration into the project is seen as a valuable opportunity.

Boones Ferry Road

Kruse Way to Madrona Street
PE and ROW only



Project: cblvd2

Grant request: \$2,550,000
Match amount: \$450,000
Total project cost: \$8,200,000

Project sponsor: City of Lake
Oswego

This project is to complete preliminary engineering and right-of-way acquisition for a boulevard retrofit of Boones Ferry Road for approximately 0.8 miles in the Lake Grove town center area. The corridor serves approximately 23,000 vehicles per day today. Traffic volumes are expected to increase to 30,000 vehicles per day by 2020. The project will include the addition of streetscape amenities that encourage walking, biking and use of transit within the corridor and the addition of a center turn lane to address the safety problems associated with multiple access points along this roadway. Some elements that are included in the corridor design include pedestrian-scale lighting, enhanced intersection treatments to encourage and protect pedestrian crossing movements, bike lanes, widened sidewalks, landscaped parkways and landscaped medians. The right of way is constrained in this corridor. The typical section for the project located immediately south of this corridor is a 66-foot paved width with 5.5-foot sidewalks and 5-foot striped bike lanes. The proposed project will most likely match this section. The Lake Grove town center plan is under way and may influence the final design for this corridor.

Clackamas Railroad Crossing Safety Improvements Traveler Info

At-grade railroad crossings in the City of Milwaukie at SE Harrison Street, SE Oak Street and SE 37th Avenue and at 10th Street in Oregon City, all along the Union Pacific mainline

Project: crm5

No map

Grant request: \$385,000
Match amount: \$165,000
Total project cost: \$550,000

Project sponsor: Clackamas
County

This pilot project focuses on coordinating and improving operations of both vehicle and train traffic at surface street crossings. The project intends to deploy a train detection system and integrate the train movement information into the emergency management center and transportation management center. Once this information is centralized, it could be linked to fire stations, police stations and transit management centers and the information could be used to dynamically guide emergency response vehicles or be delivered to emerging in-vehicle signage systems. The pilot project would deploy train detection equipment at rail

crossings in the City of Milwaukie (Harrison Street, Oak Street and 37th Avenue) and through Oregon City. A user interface would be developed to display the train location, direction, speed, length, estimated time of arrival at the crossing and estimated crossing occupancy time. Anticipated users of the system include emergency services, transit management center and transportation operations centers.

Heavy rail operations at surface street crossings cause thousands of hours of vehicle delay daily and frequently disrupt emergency vehicle operations and transit services. Recent trends towards commuter rail and increases in the use of heavy rail to ship goods will only compound these existing problems. The Union Pacific Railroad is aligned through the County and currently operates about 25 trains per day in including Amtrak passenger rail, and these numbers are expected to increase in the coming years. The county-wide ITS Plan includes projects to allow for better information dissemination and distribution at at-grade railroad crossings. The ITS Plan will be adopted in February 2003.

Clackamas Regional Center TMA Shuttle

Clackamas regional center business area

Project: ctdm1

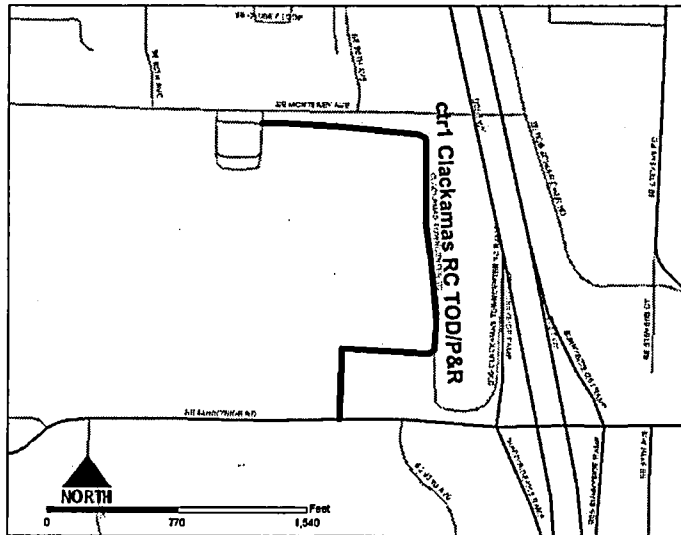
No map

Grant request: \$129,143
Match amount: \$14,781
Total project cost: \$143,925

Project sponsor: Clackamas
County

This project will provide shuttle service from the Clackamas Town Center regional mall to the outlying employment centers within the Clackamas regional center area. This will be a new service that will enhance and compliment existing TriMet service and provide better connectivity from the Clackamas Town Center mall's transit center. The basic geographical area will be limited to the Clackamas Town Center, Clackamas Industrial Park, Kaiser Sunnyside Hospital Campus, Omark Industrial Park, Johnson Creek Industrial Area, Sunnyside Road east to 122nd Avenue, Harmony Road to Railroad Avenue.

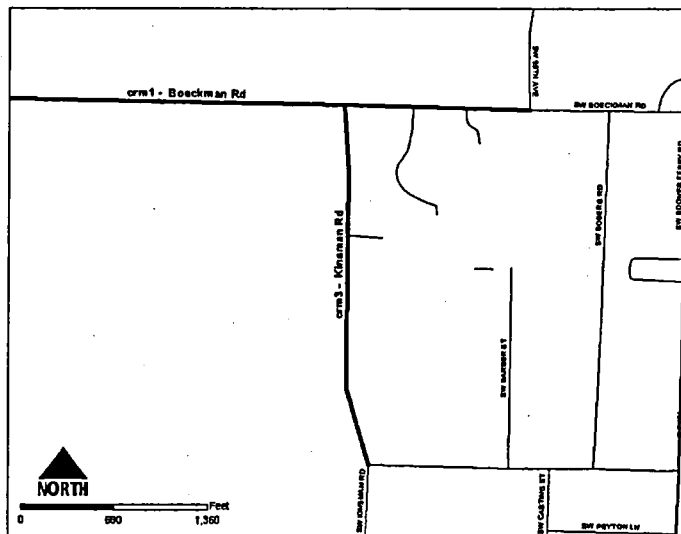
Clackamas RC TOD and Park-and-Ride
I-205/Johnson Creek Boulevard interchange
(PE only)



Project: ctr1
Grant request: \$250,000
Match amount: \$250,000
Total project cost: \$500,000
Project sponsor: Clackamas County

This project will design the proposed Clackamas regional center parking structure and determine how it would fit with the proposed I-205 light rail line and Clackamas Town Center. The proposed structure would have 500 spaces for the I-205 transit station and 500 spaces for the Clackamas regional center. The project would look at how to incorporate commercial activities within the structure to complement its use. Currently the Clackamas regional center area roads are operating at unacceptable levels of service. With the CRC area further densifying in the future from added employment and population, increased traffic congestion and the need for increased transportation services will necessitate improved transit and demand management services. The region is proposing an I-205 light rail line with a transit station and an up to 1000-space park-and-ride structure at the Clackamas Town Center. The proposed development will be constructed on the existing parking lot within the Clackamas Town Center (CTC) and will replace street level parking with a parking structure.

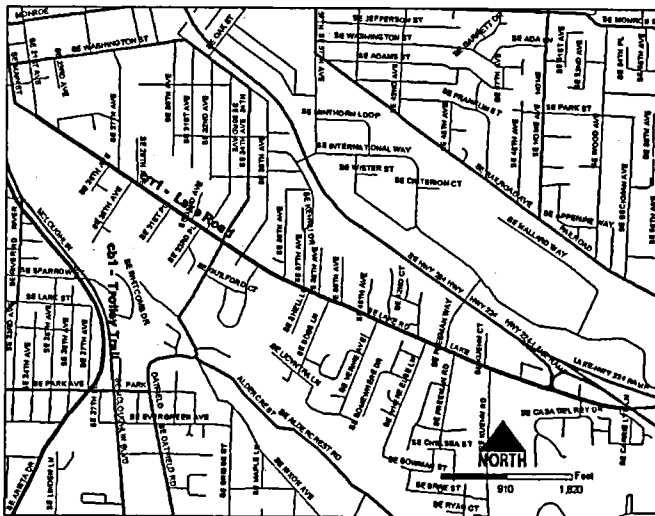
Kinsman Road extension
Barber Street to Boeckman Road



Project: crm3
Grant request: \$1,000,000
Match amount: \$3,200,000
Total project cost: \$4,200,000
Project sponsor: City of Wilsonville

This project is a two-lane extension of Kinsman Road to help resolve circulation issues associated with the proposed Dammasch urban village, called Villebois, in west Wilsonville. Along with the proposed Boeckman Road Extension, this project will create a grid to help relieve congestion on Wilsonville Road. The current route for traffic to travel from Wilsonville Road to Boeckman Road is circuitous in nature. Based on the city's current Transportation Systems Plan Update modeling, Wilsonville Road and the existing section of Boeckman Road are anticipated to fall to Level of Service "F" under scenarios that do not include Villebois. Also, at this time, there is no convenient north-south connection between north and south areas of Wilsonville other than I-5. This project will reduce the number of local trips on I-5 and support the traffic within the community. The Kinsman Road Extension project would open up additional industrial land for development and provide necessary off-site access to support the proposed Wilsonville commuter rail station and co-located SMART Transit Center and Park & Ride. Also, the extension of Kinsman will serve to separate truck traffic from the commuters using the Park & Ride, which will be accessed off of Boberg Road. Boberg Road is currently the only connection between Barber Street and Boeckman Road on the west side of I-5.

Lake Road 21st to Hwy 224



Project crr1

Grant request: \$1,480,545
Match amount: \$169,455
Total project cost: \$1,650,000

Project sponsor: City of Milwaukie

This project will complete Phase I of two phases, which is for preliminary engineering (PE) and right of way acquisition of the 1.6-mile long roadway in Milwaukie. Phase 1 work will refine the conceptual design previously completed as part of the Lake Road Multimodal Plan, which included two travel lanes, a center median/left turn lane and/or landscaped medians at selected locations, setback sidewalks with landscaped planter strips at selected locations and dedicated bike lanes on both sides of the roadway. Phase II, which is not a part of this application, would complete construction of the project. The city intends to complete the PE and ROW phases of the project first in preparation for subsequent MTIP grant cycles where the city would apply for construction funding. The following table shows the proposed roadway cross-section widths from the conceptual design identified in the Lake Road Multimodal Plan:

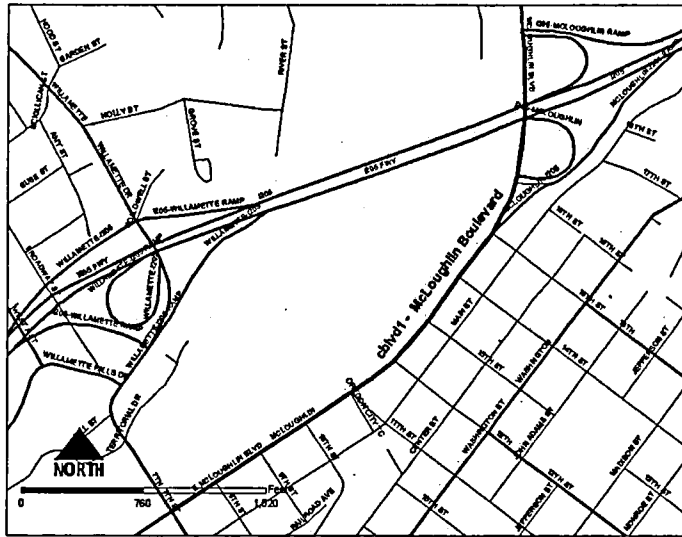
Proposed Lake Road Cross-Section Design Widths

Sidewalk	Planter Strp	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Planter Strp	Sidewalk
6 feet	0-6 feet	6 feet	11 feet	12 feet*	11 feet	6 feet	0-6 feet	6 feet

* where proposed

McLoughlin Boulevard

I-205 to Hwy 43 Bridge



Project: cblvd1

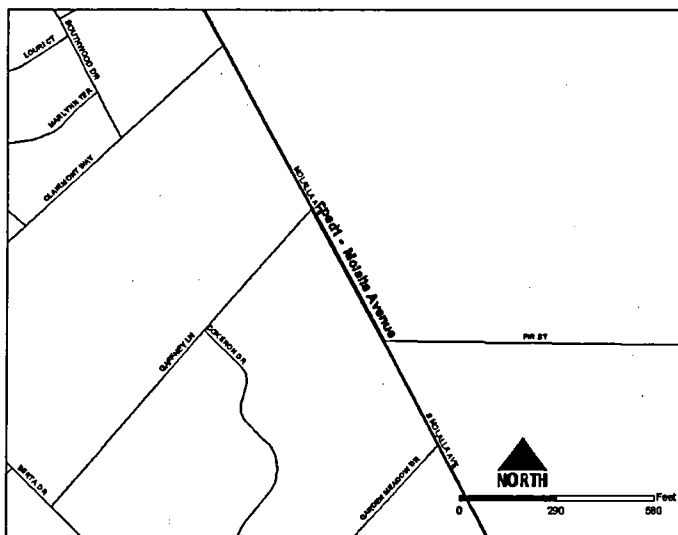
Grant request: \$3,000,000
Match amount: \$2,000,000
Total project cost: \$5,000,000

Project sponsor: City of Oregon
City

This project is the first phase of a boulevard retrofit of McLoughlin Boulevard in downtown Oregon City. The project includes a new intersection and traffic signal at 12th Street, enhanced pedestrian crossings at 7th, 10th, 14th streets, improved pedestrian crossings at I-205 ramps, sidewalk infill and the construction of a Willamette riverfront promenade with river viewpoints. The project will establish a bike route and make improvements to the existing multi-use path. The project will maintain existing on-street parking. The project is considered a key public investment to achieve regional center and local community goals; trigger redevelopment and economic growth; and achieve transit-oriented (South Corridor Study – Bus Rapid Transit) development in downtown Oregon City. The city's Downtown Community Plan (regional center plan) and Waterfront Master Plan identify McLoughlin Boulevard as critical transportation link that requires multi-modal transformation and natural resource (historic and water) preservation.

Molalla Avenue

Gaffney Lane to Fir Street

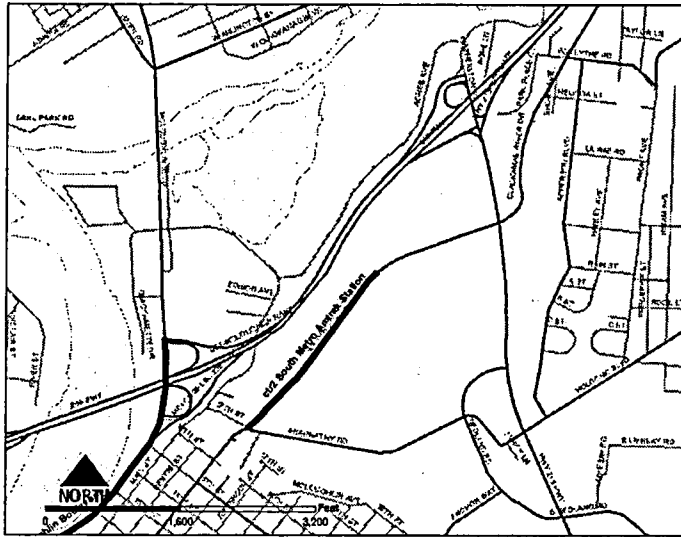


Project: cped1

Grant request: \$800,000
Match amount: \$500,000
Total project cost: \$1,300,000

Project sponsor: City of Oregon
City

South Metro Amtrak Station



Project: ctr2

Grant request: \$800,000

Match amount: \$

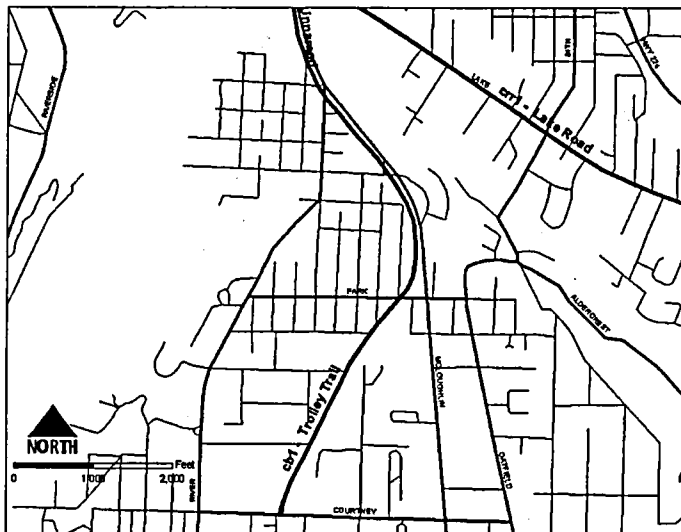
Total project cost: \$

Project sponsor: Oregon City

This project will provide access to the Eugene-Seattle train and future access to the California-British Columbia train and includes constructing a 90-space parking lot and relocating the old Oregon City SPRR freight station to the site. The site design is complete and ready for construction. The site is considered a regional alternative to Union Station, offers joint public/private use, and will be accessible by foot to the Oregon City regional center. Regional/federal funding is sought for Phases 1B and 2. Oregon City will have provided primary investment into South Metro Amtrak Station as part of planning and design of the entire project and construction of Phase 1a, which includes access and platform construction.

Trolley Trail

Jefferson Street to Courtney Road
(PE to Glen Echo)



Project: cb1

Grant request: \$844,275

Match amount: \$171,664

Total project cost: \$1,019,959

Project sponsor: North Clackamas
Parks and Recreation District

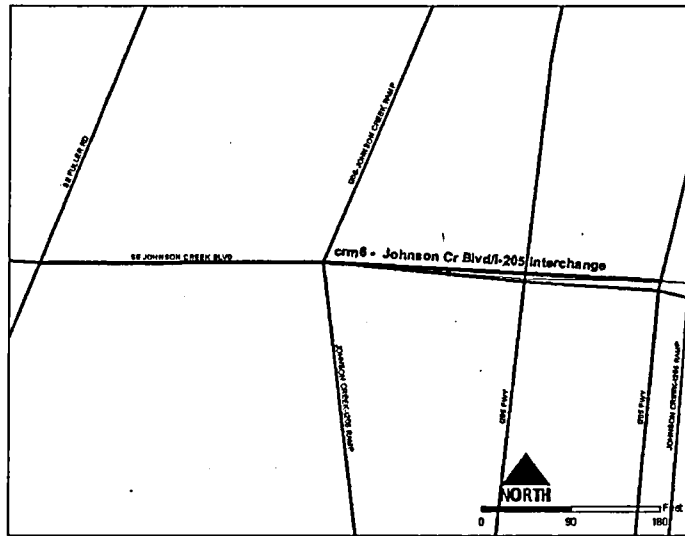
The Trolley Trail is a 6-mile multi-use trail that follows an abandoned streetcar right of way between Milwaukie and Gladstone. This project is to complete preliminary engineering for the 6-mile multi-use trail and to construct the first three segments of the trail from Jefferson Street boat ramp to Courtney Road. The project also includes Intersection Improvements at 22nd Avenue, Bluebird Road and River Road as they intersect Highway 99E, in addition to landscaping, benches, drinking fountains, mile post markers, interpretative and

Wilsonville Road Traveler Info



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I-205/Johnson Creek Boulevard Interchange Study



Project: crm6

Grant request: \$600,000

Match amount: \$400,000

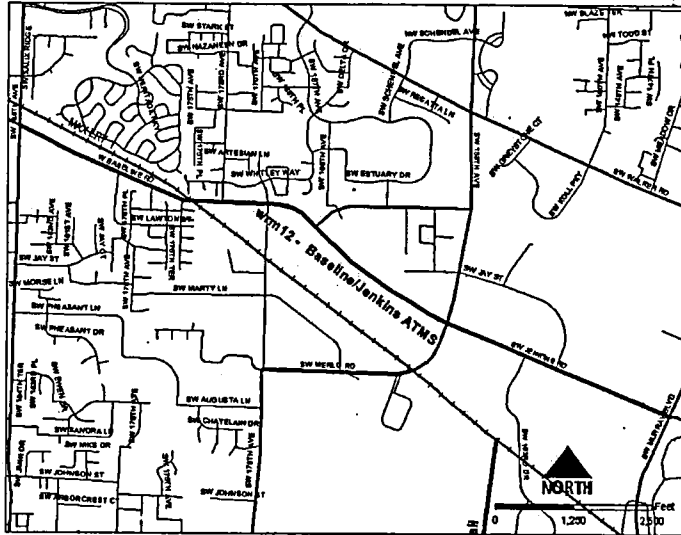
Total project cost: \$1,000,000

Project sponsor: Clackamas
County

This project is to develop a design for upgrading the I-205/Johnson Creek Interchange and accommodating the proposed I-205 light-rail line. The project would determine the ramp configuration, provide access to the adjacent land uses and the proposed Fuller Road Park and Ride lot and fit the proposed I-205 light rail line through this interchange. Currently this section of Johnson Creek Boulevard is operating at near capacity. One of the key causes of the congestion is the close proximity of the Fuller Road Signal to the I-205 southbound on and off ramps and the high traffic volumes on the I-205 southbound ramp. In addition, the region is proposing an I-205 light-rail line with an up to 1000-space park-and-ride structure on Fuller Road. Some of the major concerns include the close proximity of the intersections, inadequate storage spacing, providing adequate access to the Fuller Road Park and Ride lot and ensuring that the I-205 light-rail line would not preclude any proposed upgrade of the interchange.

Washington County Projects

Baseline/Jenkins ATMS



Project: wrm12

Grant request: \$448,651

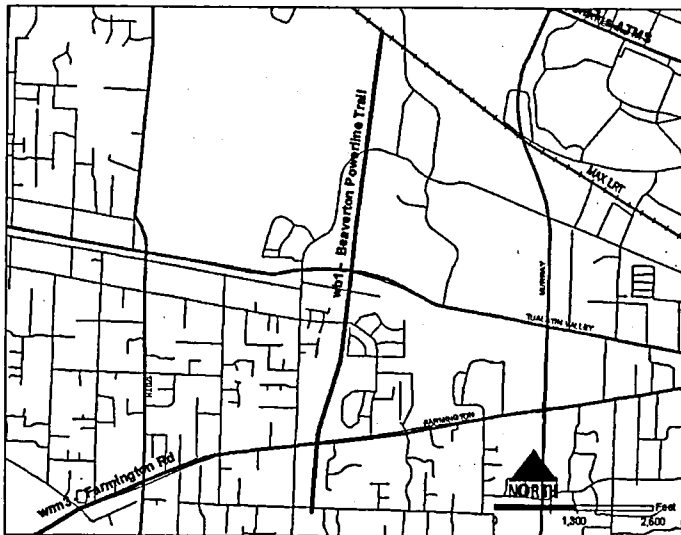
Match amount: \$51,349

Total project cost: \$500,000

Project sponsor: Washington
County

This project includes the design and construction of improvements to improve traffic flows along Baseline Road and Jenkins Road by adding four or more closed circuit television cameras, upgrading traffic controllers at 14 intersections, interconnecting traffic signal timing, install traffic monitoring stations at four locations along the 2.25-mile corridor.

Beaverton Powerline Trail



Project: wb1

Grant request: \$430,500

Match amount: \$184,500

Total project cost: \$615,000

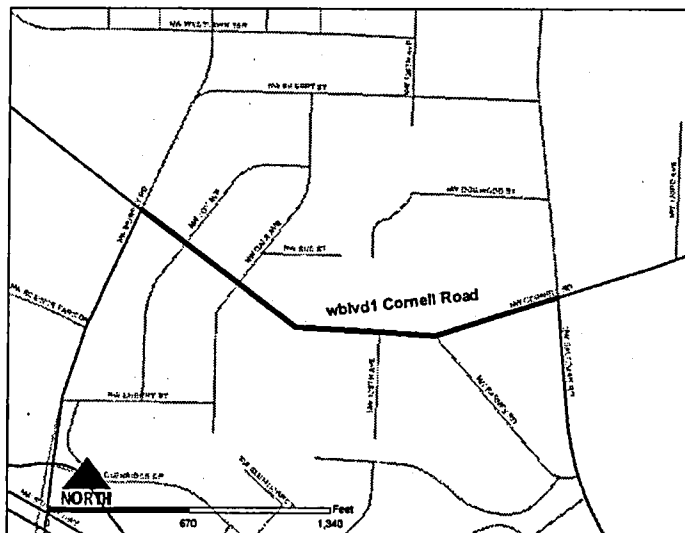
Project sponsor: Tualatin Hills
Parks and Recreation District

The Beaverton Powerline Trail is designated as a regional off-street corridor. The 25-mile corridor begins in Forest Park in Portland and continues south through Beaverton, Tigard, King City and Sherwood. The corridor terminates at the Willamette River in Wilsonville. Ten miles of this corridor are located within the Tualatin Hills Parks and Recreation District (THPRD) (from Springville Road at the extreme northern THPRD boundary to Barrows Road/Murray Scholls town center).

The project will construct a 10-foot wide, 1.95-mile segment of the Beaverton Powerline Trail multi-use path. The proposed segment begins at the TriMet light-rail line and the Tualatin Hills Nature Park and continues south to Schuepbach Park. Murray Boulevard is to the east of the corridor and 170th Avenue is to the west. The north end of this segment, from the light-rail line to Tualatin Valley Highway, is in Beaverton. South of Tualatin Valley Highway to Schuepbach Park, the corridor is in unincorporated Washington County. The trail alignment will generally be within the Bonneville Powerline Administration (BPA) and Portland General Electric (PGE) power line corridors and adjacent properties.

Cornell Boulevard

Murray Boulevard to Saltzman Road



Project: wblvd1

Grant request: \$3,500,000

Match amount: \$5,750,000

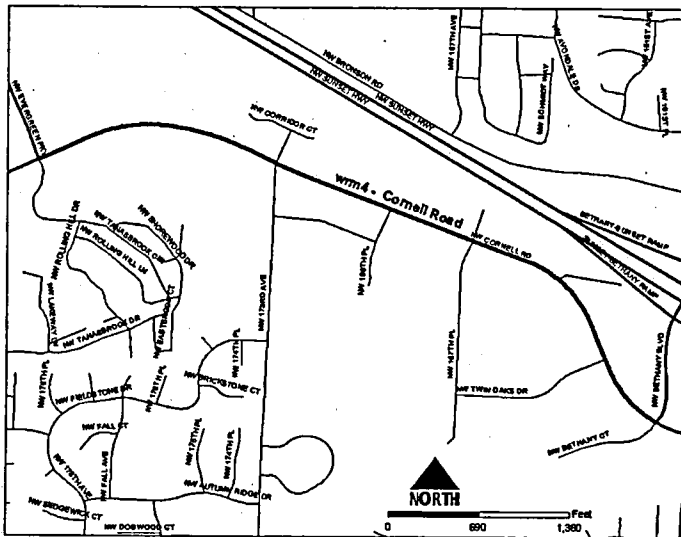
Total project cost: \$9,250,000

Project sponsor: Washington
County

This project is a boulevard retrofit of Cornell Road in the Cedar Mill town center area. The proposed project will fund right of way acquisition and construction of this project consistent with the county's transportation plan and the Regional Transportation Plan including Metro boulevard design guidelines. A total of \$5.7 million in MSTIP funds was originally allocated for construction of this project in 2004, but this falls short of the \$9.25 million needed to complete the project consistent with Metro boulevard design guidelines. Therefore, the county is requesting an additional \$3.5 million in federal funds to complete right-of-way acquisition and construction in 2006 or 2007.

The proposed project will widen Cornell Road to include two travel lanes, left turn lanes and median islands, bike lanes, sidewalks, landscaping, illumination and on-street parking on both sides. The proposed project will be designed to 35 mph, but is anticipated to be posted for 25 mph, subject to state approval. The right of way width is 98 feet from Murray to Dale, and 90 feet from Barnes Road to Saltzman Road, which is a designated main street. Sidewalk widths will be a minimum of 10 feet, extending up to 27 feet where curb extensions are proposed. Through-traffic and turn lane widths from Dale to Barnes are 11 feet in width bike lanes are 6 feet wide. Special boulevard elements to be incorporated into the project include wide sidewalks with curb extensions, street trees and other landscaping, pedestrian-scale lighting, raised landscaped medians, and pedestrian crossings. Depending upon funding availability additional design treatments such as pavement treatments, street furniture, additional landscaping, signage, and other features will be considered.

**Evergreen Road to Bethany Road
PE only**

**Project: wrm4**

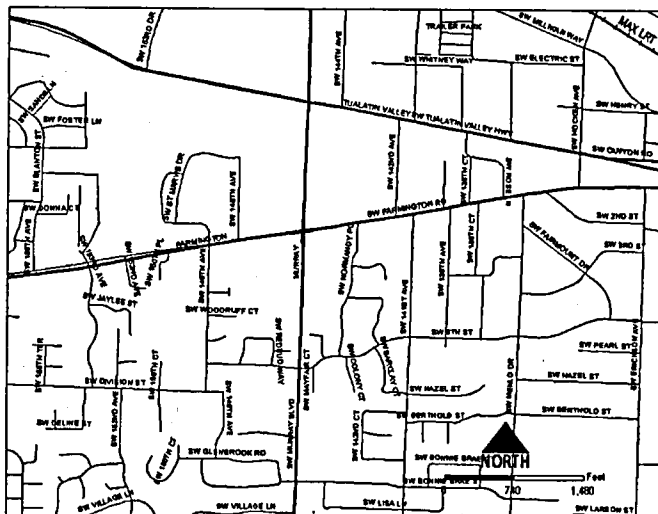
Grant request: \$1,088,000
Match amount: \$120,900
Total project cost: \$6,600,000

**Project sponsor: Washington
County**

This project is for preliminary engineering to bring the last remaining two-lane section of Cornell Road south of US 26 up to its planned standard and capacity by adding two travel lanes, a turn-lane where necessary, bike lanes, sidewalks, planter strips and street lighting. The project design will include widening this section of Cornell Road to five lanes (two 12-foot travel lanes and a 14-foot turn lane), 6-foot bike lanes, curbs, 5-foot landscape strips, 6-foot sidewalks and street lighting. Sound walls would be included in the design where appropriate. Modification of two existing signals – at 167th and 173rd – is also anticipated, as is signing and striping.

Farmington Road

at Murray Boulevard intersection

**Project: wrm11**

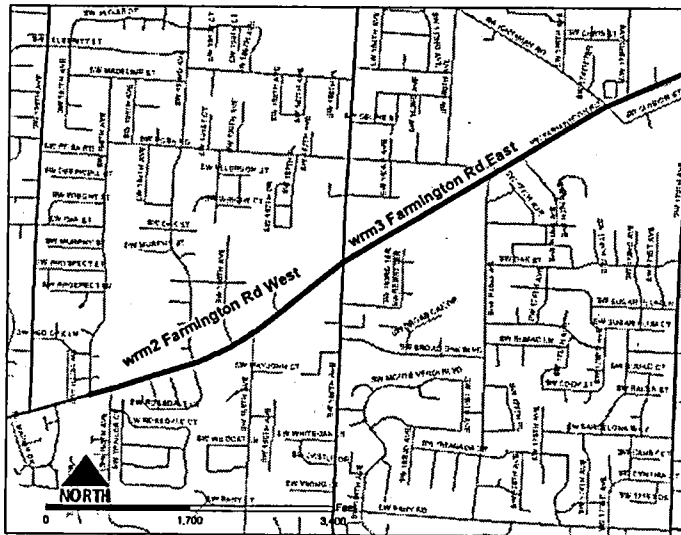
Grant request: \$2,618,300
Match amount: \$299,700
Total project cost: \$2,918,000

Project sponsor: City of Beaverton

This project consists of the purchase of right of way and construction of intersection improvements at Farmington Road and Murray Boulevard. The project includes replacement of substandard bicycle and pedestrian ways with standard 5-foot bike lanes and wider sidewalks. Additional left turn and right turn lanes

would be provided on all approaches. Boulevard treatments on Murray Boulevard that include a center median and marked crosswalks on all approaches are included to address the intersection's high crash rates. The project is directly adjacent to the boundary of and fully within one mile of the Beaverton regional center and runs east and west on Farmington Road, 650 feet from the intersection of Murray Boulevard, and north and south on Murray Boulevard 700 feet from the intersection of Farmington Road. The project is part of a larger set of bike, pedestrian and intersection capacity improvements along Farmington Road to Hocken Avenue. The design is complete and was funded through the 2002-2005 state Transportation Improvement Program.

Farmington Road East
170th Avenue to 185th Avenue
PE only



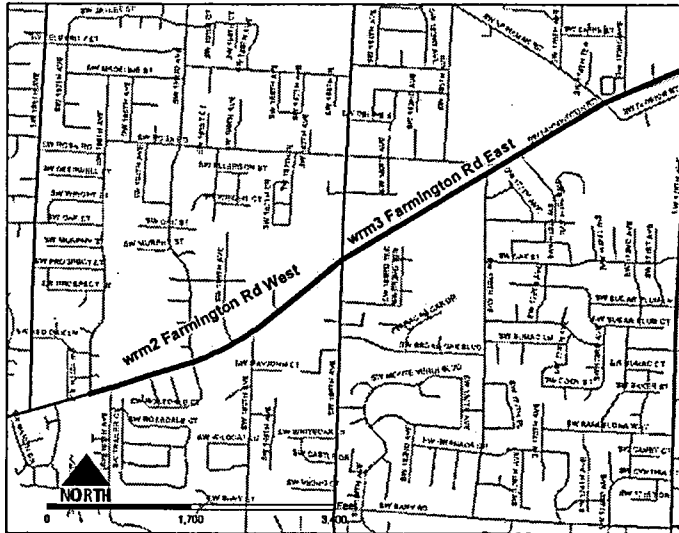
Project: wrm3

Grant request: \$1,197,000
Match amount: \$513,000
Total project cost: \$9,930,000

Project sponsor: Washington
County

This project is for preliminary engineering to widen Farmington Road from three to five lanes for a distance of 3,935 feet. The design will include four 12-foot-wide through-travel lanes and a 14-foot-wide turn lane where access is appropriate. Where access is to be controlled, a 10-foot-wide planted median with 2-foot shy distance on both sides will be substituted for turn lanes. The project will also include 6-foot wide sidewalks on both sides of the road separated from the roadway by a 6-foot wide planting strip and 5-foot wide striped bike lanes on both sides of the roadway. The project includes soundwalls for a distance of 2,000 feet and new traffic signals at Kinnaman Road, Rosa/179th Avenue and 185th Avenue.

Farmington Road West
185th Avenue to 198th Avenue
(PE only)



Project: wrm2

Grant request: \$1,004,500

Match amount: \$430,500

Total project cost: \$8,754,200

Project sponsor: Washington
County

This project is for preliminary engineering to improve a substandard section of Farmington Road that is approximately 4,168 feet in length. The project is considered a 'capacity enhancement' because it would add left turn lanes, where required, to the existing two-lane roadway cross-section. The proposed improvement project would rebuild the existing substandard roadway to current design standards, with the following features:

- Left-turn lanes would be added where needed to improve capacity. Currently, the lack of left-turn lanes causes significant delays during peak periods as long queues form behind left-turning vehicles waiting for gaps in the traffic stream.
- Travel lanes and turn lanes would be reconstructed to current standard width (12-foot travel lane width and 14-foot center turn lane width);
- Six-foot-wide sidewalks, separated from the roadway by a 6-foot-wide planter strip on both sides of the roadway;
- Six-foot-wide bicycle lanes on both sides of the roadway;
- A 14-foot-wide center median with a 10-foot-wide planted area would be added where existing access points permit such installation.

Forest Grove Town Center Pedestrian Improvement



Project: wped1

Grant request: \$900,000

Match amount: \$63,000

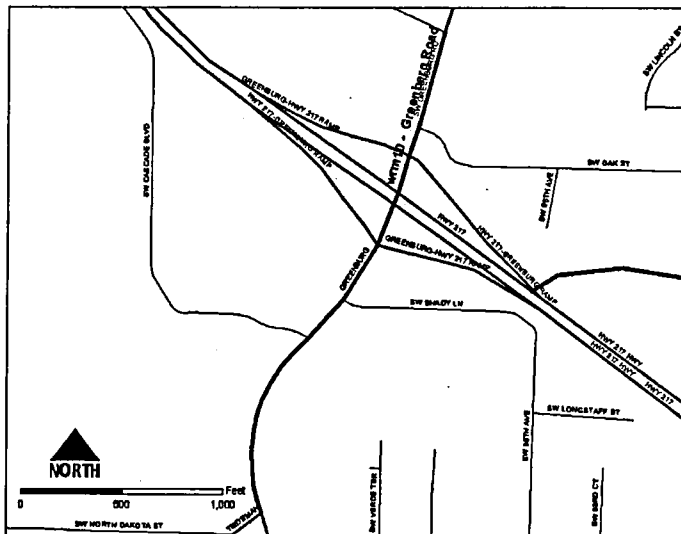
Total project cost: \$963,000

Project sponsor: City of Forest Grove

This project will enhance pedestrian safety and access to transit within the Forest Grove town center area along Pacific Avenue and 19th Avenue between Quince Street and 'E' Street by providing contiguous sidewalks and curbing along the route, enhancing pedestrian safety with a buffer from vehicle traffic. It will address pedestrian hazards by replacing deteriorated sidewalks and curbing where necessary and installing ADA approved ramps. Another objective will be to enhance the safety and number of pedestrian crossing opportunities. Amenities such as planted buffer strips and increased lighting also will improve pedestrian safety. Currently this 1.95-kilometer section of roadway has many areas where sidewalks are not contiguous or are in disrepair. On the easterly end of the project area, the roadway is four lanes with two-way traffic and a refuge lane. In this area there is +/- 1000 feet between lighted pedestrian crossings, and pedestrians frequently attempt to cross the 80-90 feet of traffic lanes at un-signalized locations as they try to access bus stops or area businesses. Several bus stops along this route lack bus shelters, exposing transit riders to the elements.

Greenberg Road

Shady Lane to North Dakota



Project: wrm10

Grant request: \$1,788,707

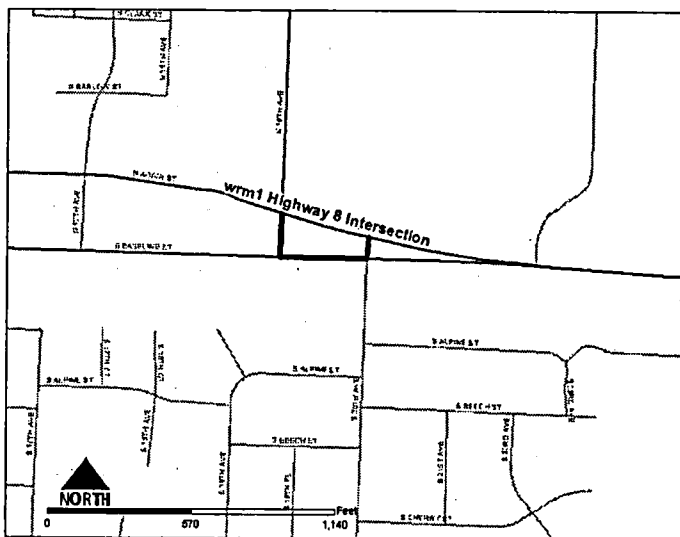
Match amount: \$200,293

Total project cost: \$1,989,000

Project sponsor: City of Tigard

This project would widen the existing three lanes on Greenburg Road from Shady Lane to Tiedeman Avenue to provide a five-lane facility with bike lanes and sidewalks on both sides. The street will be reconstructed as necessary for proper vertical alignment, and the signal systems at Cascade Boulevard and Tiedeman Avenue will be modified to conform to the widened roadway. The signing and striping north of Shady Lane to Washington Square Drive also will be modified to match the existing street to the newly widened roadway. Appropriate transitions will be constructed on the approaches south and west of the Tiedeman intersection. An existing bridge in that segment of Greenburg Road will be extended to allow for the expanded roadway. The project will require acquisition of additional right of way to accommodate the widening of the roadway and the transitions at the intersection approaches. The total project length is approximately 950 meters (3,100 lineal feet) from Washington Square Drive to Tiedeman Avenue, including the transitions at the approaches to Tiedeman Avenue.

Highway 8 at 19th/20th Avenue intersection (PE only)



Project: wrm1

Grant request: \$400,000

Match amount: \$50,000

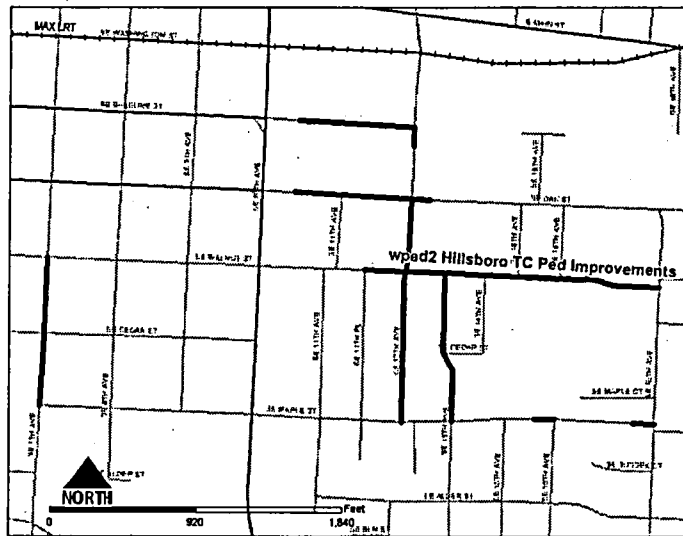
Total project cost: \$3,630,000

Project sponsor: City of Cornelius

This project completes preliminary engineering to align North 19th and South 20th avenues in downtown Cornelius. The new intersection would eliminate the existing dangerous and inefficient stop signs and traffic signal, replacing them with one traffic signal to control traffic from all four intersections. The project will improve bicycle and pedestrian safety. The proposed design includes 12-foot travel lanes, 6-foot bike lanes and 12-foot curb-tight sidewalks on each side of Tualatin Valley Highway and 12-foot travel lanes, 6-foot bike lanes and 6-foot curb-tight sidewalks on each side of 19/20th avenues.

Hillsboro Regional Center

SE 7th Avenue, SE 12th Avenue, SE 13th Avenue, SE Baseline Street, SE Maple Street, SE Oak Street and SE Walnut Street



Project: wpad2

Grant request: \$521,600

Match amount: \$130,400

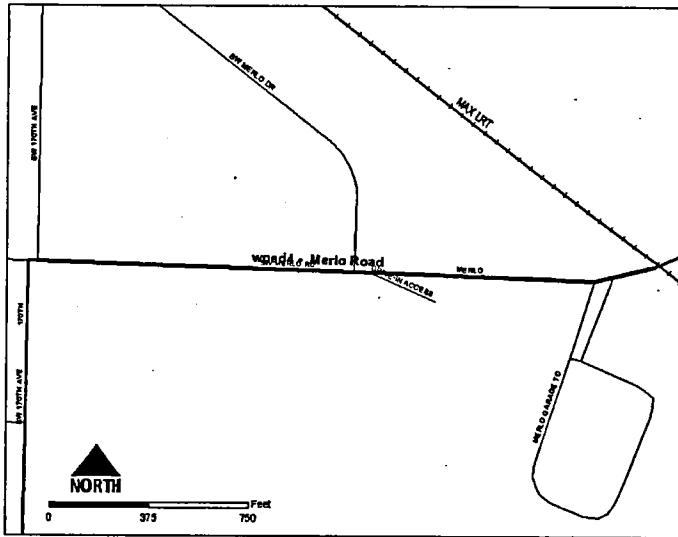
Total project cost: \$652,000

Project sponsor: City of Hillsboro

This project will add sidewalks, curb ramps, crosswalks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter on multiple streets in the Hillsboro regional center area. The streets that have been identified for this project are located within neighborhoods that are either within Hillsboro's regional center or within 1/2-mile of the Washington Street or Tuality light-rail stations. Many of the residents in these higher density neighborhoods walk to destinations within or directly abutting the regional center such as Hispanic businesses, the new City Police Precinct Headquarters, Tuality Community Hospital, Shute Library and Park, Senior Center and Aquatic Center, light-rail stations or transit on roads with inadequate pedestrian facilities. Typically, residents must walk unsafely on the edge or shoulder of existing roads with no sidewalks. Therefore, safety for these residents is a factor. Also, several of these roads are poorly lit, presenting additional safety problems. The need is for good, safe pedestrian facilities for these neighborhoods to efficiently connect to the regional center, LRT or transit.

Merlo Road

LRT Station to 170th Avenue



Project: wped4

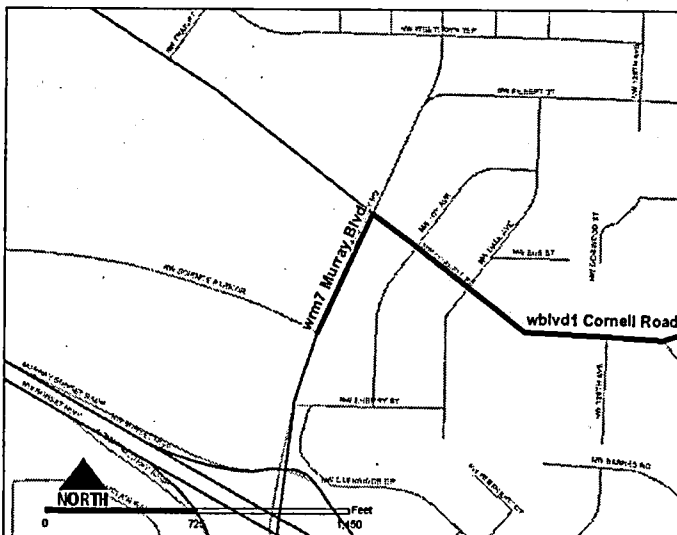
Grant request: \$271,000
Match amount: \$30,100
Total project cost: \$301,100

Project sponsor: Washington
County

This project would add new sidewalks to fill in gaps in the existing sidewalk that is located on the south side of Merlo Road between 170th Avenue and TriMet's Merlo light-rail station. In addition, the project would relocate and reconstruct the existing, 5-foot-wide curb-tight sidewalk segments to match the new sidewalks. The new sidewalks will be 8 feet wide and separated by a landscape strip of at least 7.5 feet. The lack of a complete sidewalk along the south side of Merlo Road discourages pedestrian activity in an area that has received a large public investment in transit service. Land uses along the street include a high school, Beaverton School District offices and TriMet's bus barn.

Murray Boulevard

Cornell Road to Science Park Drive



Project: wrm7

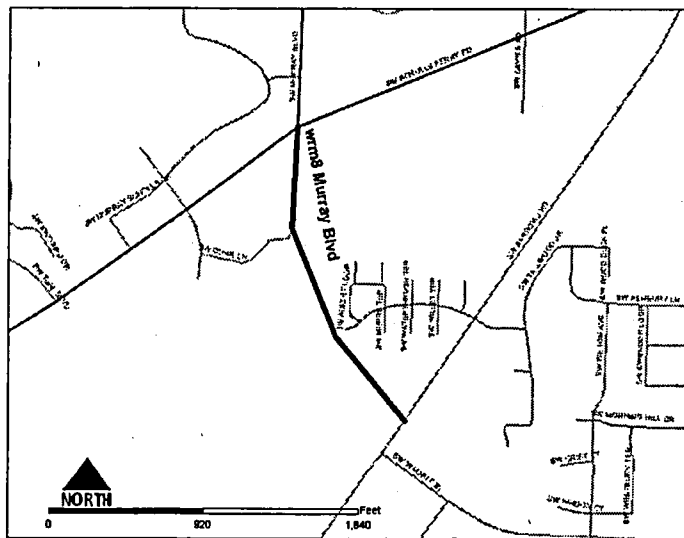
Grant request: \$1,811,110
Match amount: \$207,290
Total project cost: \$2,018,400

Project sponsor: Washington
County

This project will widen 985 feet of Murray Boulevard to five lanes between Science Park Drive and Cornell Road. The project will be constructed on 98 feet of right of way and 74 feet of pavement, and include 12-foot-wide travel lanes, 6-foot-wide bike lanes and 10-foot-wide sidewalks on both sides of the street. The project also will include street trees in tree wells and shall consider the installation of a gateway treatment. Additional

elements of the project will include signal modification, rebuilding the existing pavement, signing and striping. The project will require three partial property acquisitions and relocation of one business. In addition "haz-mat" work will be done on the vacant service station in the southwest quadrant of the Murray Boulevard/Cornell Road intersection.

Murray Boulevard extension Scholls Ferry Road to Barrows Road



Project: wrm8

Grant request: \$2,579,000

Match amount: \$409,200

Private Source(s): \$996,000

Total project cost: \$3,984,200

Project sponsor: City of Beaverton

This project extends Murray Boulevard from Scholls Ferry Road to Barrows Road as a two-lane roadway with intersection, bicycle and pedestrian improvements in the Murray/Scholls town center. This project is critical to Murray/Scholls town center's ability to develop as assumed in the 2040 Growth Concept and to provide bicycle, pedestrian, transit and vehicular access and circulation. Murray Boulevard currently terminates in a street stub 438 feet south of Scholls Ferry Road. The proposed project will construct 1,651 additional linear feet of Murray Boulevard from the current terminus south to Barrows Road at Walnut Street in Tigard. The project will construct 5-foot bike lanes and 10-foot-wide sidewalks with street trees where none previously existed. Turn lanes will be added at intersections. A concrete multiple-arch-type bridge (five 20-foot spans) will span Summer Creek and surrounding wetlands. The arch span will be set on strip footings with the natural stream floor preserved to minimize the impact on the wetlands and stream to enhance the passage of fish and wildlife. The sidewalk along the multiple-arch span will allow for viewing opportunities of the wetlands, open space and wildlife. The right of way has already been purchased in anticipation of construction. This public/private project proposal includes a local overmatch and a private commitment.

Southern end of Orchard Park on NW Amberwood Drive to Cornelius Pass Road



Grant request: \$216,025
Match amount: \$326,025
Total project cost: \$542,050

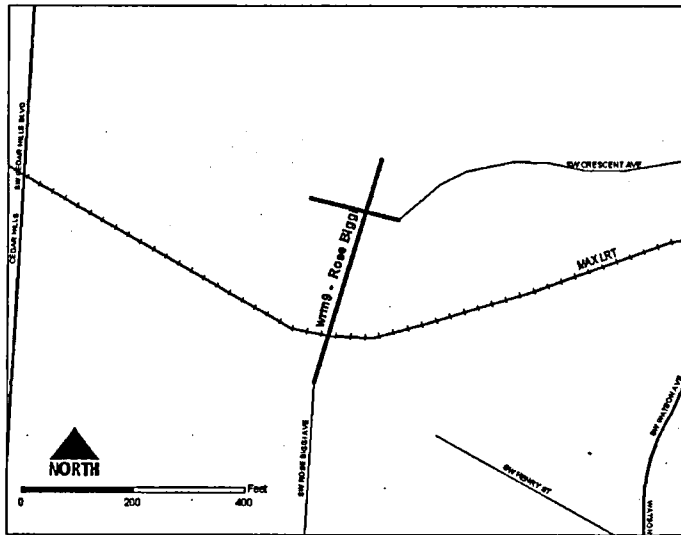
Project sponsor: City of Hillsboro

Draft Transportation Priorities 2004-07: Project Summary

February 6, 2003

Rose Biggi Road

LRT station to Crescent



Project: wrm9

Grant request: \$1,907,800

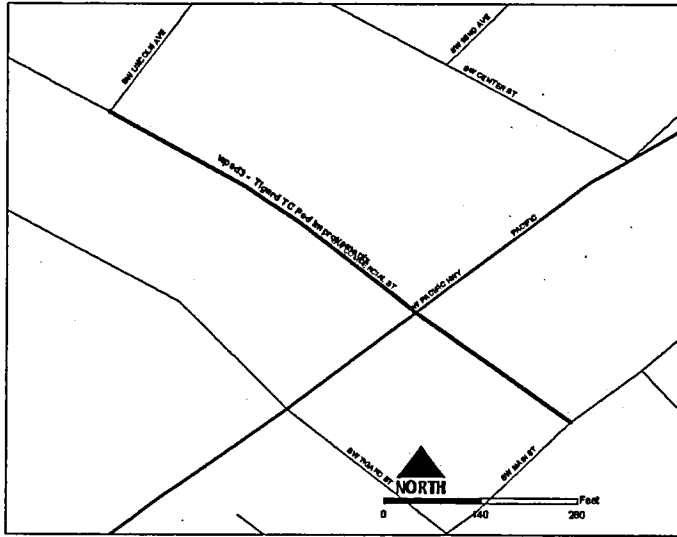
Match amount: \$441,200

Total project cost: \$2,349,000

Project sponsor: City of Beaverton

This project consists of the design, purchase of right of way and construction of the extension of Rose Biggi Avenue from its current terminus just north of the light-rail tracks north to Crescent Street in the Beaverton regional center area. The project is a critical component of the "Downtown Connectivity Plan" that provides capacity, inter-modal access, and multimodal circulation for surrounding land uses within Beaverton's regional center and specifically for The Round at Beaverton Central light-rail station, a mixed-use transit-oriented development. The project includes a bikeway that will complement and extend the existing bicycle circulation networks on Millikan Way, Hall Boulevard and Cedar Hills Boulevard. The project's pedestrian-friendly design includes 10-foot sidewalks with tree wells to match those in the area. The extension provides direct access to Beaverton Central light-rail station at The Round and the Beaverton transit transfer center (a future commuter rail station) further to the east. The Rose Biggi extension also will provide a continuous perpendicular route to Tualatin Valley Highway (OR 8) that will run from the intersection of OR 8 in downtown Beaverton beyond the light-rail tracks north to Crescent Street (and further north to Westgate Drive at some point in the future).

Tigard Town Center Commercial Street



Project: wped3

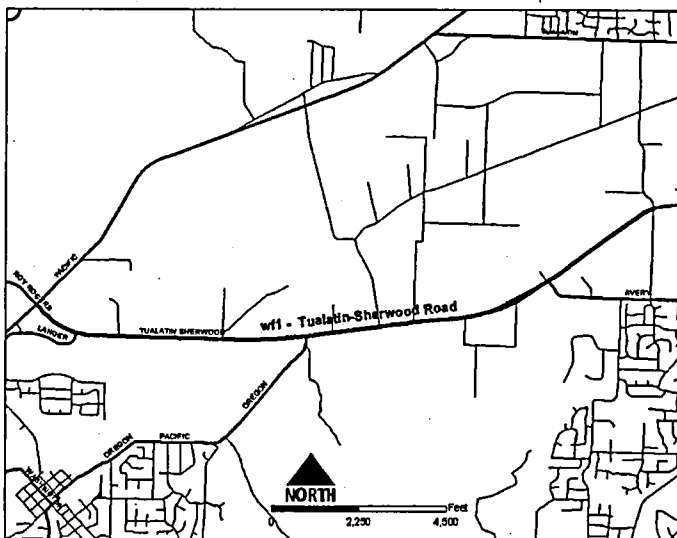
Grant request: \$205,600
Match amount: \$21,120
Total project cost: \$226,720

Project sponsor: City of Tigard

This project constructs a 6-foot-wide sidewalk from the northeast corner of Lincoln Avenue and Commercial Street to the northwest corner of Commercial Street and Main Street. Approximately 810 feet in length, the sidewalk will curve around the existing overpass abutment, necessitating the realignment of the roadway under the overpass. The roadway will be shifted 10 feet toward the railroad right of way. There will be a curb at the sidewalk portion of the street and driveway aprons will be provided. A crosswalk will be provided at the southwest corner of Commercial Street and Main Street to facilitate pedestrian access to adjacent the transit center.

Tualatin-Sherwood Road

Hwy 99W to Teton Avenue
PE only



Project: wf1

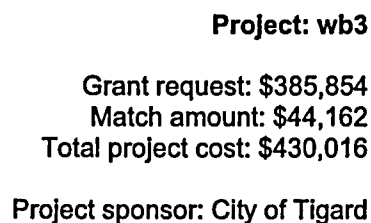
Grant request: \$2,818,000
Match amount: \$322,478
Total project cost: \$19,044,500

Project sponsor: Washington
County

This project will complete preliminary engineering on the widening of Tualatin Sherwood Road from its current three-lane configuration to five-lanes from Highway 99W to Teton Avenue. The project is approximately 3.2 miles long. The project will result in four 12-foot travel lanes, a 14-foot center median/turn lane, two 5-foot striped bike lanes, sidewalks with planter strip (12-feet on either side), traffic signal modifications at cross

Washington Square Regional Center Greenbelt Trail

Hwy 217 to Hall Boulevard (PE to Greenburg)



Draft Transportation Priorities 2004-07: Project Summary

Page 64

300 feet north of E. Main Street to SE Baseline Street



Grant request: \$1,345,950

Match amount: \$154,050

Total project cost: \$1,500,000

Project sponsor: City of Hillsboro

This project will incorporate the addition of a 10.8-foot wide exclusive right-turn southbound lane on 10th Avenue that will extend from southeast Baseline Street north 900 feet past east Main Street in the city of Hillsboro. The roadway will be reconfigured with 10.8-foot outside travel lanes and right turn only lane, 10.5-foot inside travel lanes, an 11.8-foot median, and 5-foot bicycle lanes. The existing sidewalk will be improved and widened to 8 feet with a 4.5-foot landscape buffer. The existing traffic island will be removed. The project site lies entirely within the Hillsboro regional center. Construction of the additional southbound lane on 10th Avenue would alleviate traffic back-ups that disrupts light rail operations by dispersing the volume of vehicles currently queued in one shared through/right turn lane to two lanes (shared through/right turn lane and an exclusive right turn lane).

**Westview High School to West Union Road
(PE only)**



Grant request: \$580,912

Match amount: \$66,588

Total project cost: \$3,572,000

**Project sponsor: Washington
County**

This project will widen the 185th Avenue from three to five lanes for a distance of 3,000 feet to match the five-lane section to the south of Westview High School. 185th Avenue is a major north-south arterial road in central Washington County, providing direct access to important destinations such as Portland Community College Rock Creek, Westview High School, Tanasbourne shopping center, Oregon Graduate Institute, Willow Creek light rail station and the developing town center at Tualatin Valley Highway. The improved roadway will consist of 12-foot-wide travel lanes, 6-foot-wide bike lanes and 5-foot-wide sidewalks. The project will also include modification of signals at West Union Road and the entrance to Westview High School and 1,500 feet of sound walls on both sides of the roadway to protect nearby residences. Right of way will be needed to accommodate a 1,500-foot long, 8-foot-wide utility easement.

**Transportation Priorities 2004-07
List of Project Applications**

Rank	Bike/Trail	Requested Amount	Rank	Boulevard	Requested Amount	Rank	Bridge	Requested Amount	Rank	Green Streets	Requested Amount
cb1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	mbivd1	Stark St. Ph. 2: 190th to 197th	\$1.800	pb1	Broadway Bridge Span 7 painting	\$2.500	pgs1	Cully Blvd Recon: Prescott to Killingsworth	\$2.200
pb1	E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1.049	pbivd1	102nd Ave: Weldler to Burnside	\$3.350				mgs1	Yamhill Recon: 190th to 197th	\$0.450
wb1	Beaverton Powerline Trail: LRT to Schuepback Park	\$0.431	cbivd1	McLoughlin: I-205 to Hwy 43 Bridge	\$3.000				mgs2	Civic Drive Recon: LRT to 13th	\$0.250
wb2	Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	cbivd2	Boones Ferry: Kruse to Madrona (PE and ROW)	\$2.550				mgs3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.470
wb3	Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386	pbivd2	Killingsworth: Interstate to MLK	\$1.000						
pb2	Willamette Greenway: River Forum to River Parkway	\$1.256	pbivd3	Burnside: W 19th to E 14th (PE only)	\$2.000						
mb1	Gresham/Fairview Trail: Burnside to Division	\$0.630	wbivd1	Cornell: Murray to Saltzman	\$3.500						
	Total: \$4.812			Total: \$17.200			Total: \$2.500			Total: \$4.370	
Rank	Freight	Requested Amount	Rank	Planning	Requested Amount	Rank	Pedestrian	Requested Amount	Rank	Road Modernization	Requested Amount
wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$2.818	rp1	Metro MPO required planning	\$1.709	pped1	Central Eastside Bridgeheads	\$1.456	crm1	Boeckman Rd: 95th to Grahams Ferry	\$1.956
pf1	MLK: Columbia to Lombard (PE only)	\$2.000	rp1n2	Rx for Big Streets - Phase I Design	\$0.276	wped1	For. Grove TC Ped Improvements	\$0.900	prm1	SW Macadam: Bancroft to Gibbs	\$2.350
			rp1n3	Powell/Foster Corridor Plan (Phase II)	\$0.200	wped2	Hillsboro TC Ped Improvements	\$0.522	wrm1	Highway 8 Intersection @ 19th/20th (PE only)	\$0.400
			rp1n4	RTP Corridor Plan - Next Priority Corridor	\$0.500	pped2	St. Johns TC Ped Improvements	\$1.934	prm2	SE Foster/Barbara Welch Intersection	\$3.500
			rp1n5	I-5/99W Connector Corridor Study	\$0.500	wped3	Tigard TC Ped Improvements	\$0.203	wrm2	Farmington Rd.: 185th to 198th (PE only)	\$1.005
			rp1n6	Regional Freight Data Collection	\$0.500	pped3	Tacoma St: 6th to 21st	\$1.278	wrm3	Farmington Rd: 170th to 185th (PE only)	\$1.197
			pp1n1	Union Station Multi-modal Facility Development	\$0.300	cped1	Molalla Ave.: Gaffney to Fir	\$0.800	wrm4	Cornell Road: Evergreen to Bethany (PE only)	\$1.088
						wped4	Merlo Rd.: LRT Station to 170th	\$0.271	wrm5	185th Ave.: Westview HS to W Union (PE only)	\$0.581
	Total: \$4.818			Total: \$3.985			Total: \$7.364		wrm6	10th Ave: E Main to Baseline	\$1.346
									wrm7	Murray Blvd: Science Park to Cornell	\$1.811
									wrm8	Murray Blvd: Scholls Ferry to Barrows	\$2.579
									wrm9	Rose Biggl: LRT to Crescent	\$1.908
									wrm10	Greenberg Rd.: Shady Lane to North Dakota	\$1.789
									wrm11	Farmington Rd. @ Murray Intersection	\$2.618
									crm2	Sunnyside Rd: 142nd to 152nd	\$4.000
									crm3	Kinsman Rd: Barber to Boeckman	\$1.000
									wrm12	Baseline/Jenkins ATMS	\$0.449
									crm4	Wilsonville Rd. Traveler Info	\$0.105
									crm5	Clackamas Railroad Xing Traveler Info	\$0.385
									crm6	I-205 Johnson Cr Blvd Interchange design/PE	\$0.600
									mm1	223rd Ave. Railroad Under Xing	\$3.400
	Total: \$4.818			Total: \$3.985			Total: \$7.364			Total: \$34.067	
Rank	Road Reconstruction	Requested Amount	Rank	TDM	Requested Amount	Rank	TOD	Requested Amount	Rank	Transit	Requested Amount
orr1	Lake Rd: 21st to Hwy 224	\$1.481	rt1	Regional TDM Program	\$3.987	rtod1	Metro TOD Program	\$4.500	rt1	S/N STP Commitment	\$12.000
pr1	Division: 12th to 60th	\$2.500	pt1	Interstate Ave. TravelSmart	\$0.300	rtod2	Urban Center Program	\$1.000	rt2	Frequent Bus Corridors	\$6.374
pr2	SE 39th: Burnside to Holgate (PE only)	\$0.400	std1	I-5 Corridor TDM Plan	\$0.224	ptod1	N Macadam TOD	\$0.500	rt3	Local Focus Areas	\$1.005
pr3	W Burnside: 19th to 23rd	\$3.589	ctd1	Clackamas RC TMA Shuttle	\$0.129				ptr1	102nd Bus Stops	\$0.135
mr1	242nd Ave.: Gilsan to Stark	\$0.550							str1	Jantzen Beach Access	\$0.449
	Total: \$8.520			Total: \$4.640			Total: \$6.000		mtr1	Rockwood Bus/MAX Xfer	\$0.382
									rt4	Hybrid Bus Expansion	\$2.244
									rt5	North Macadam Infrastructure	\$1.347
									rt6	North Macadam Transit Access	\$0.449
									dr1	Clackamas RC TOD/P&R (PE only)	\$0.250
									mr2	Gresham Civic Station TOD	\$3.450
									dr2	South Metro Amtrak Station	\$0.800
										Total: \$28.885	

Grand Total: \$127.161

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: February 5, 2003
TO: JPACT
FROM: Andy Cotugno
SUBJ: Proposed MTIP Allocation for Regional Funding Strategy

In 1998, JPACT and Metro approved a resolution establishing a multi-year commitment of Regional STP funds for the "*North LRT/South Corridor Transit Financing Strategy*." This commitment provided \$1.5 million in FY 1999 and \$6 million per year for the period FY2000 through FY 2010. These STP funds were used in part directly and in part to support revenue bonds; allowing a contribution of \$40 million to the Interstate MAX Project and \$24 million to the South Corridor Project. Table 1 shows the existing multi-year commitment and a proposal to extend this funding commitment to 2015.

A proposal has been developed to supplement this multi-year commitment of MTIP funds to provide funds for the South Corridor, Commuter Rail, and North Macadam Projects. The supplemental allocation would begin in FY 2006 and provide an additional \$2.0 million per year through FY 2010, when the existing multi-year commitment ends; and then would provide \$8.0 million per year between FY 2011 and FY 2015, at which time it would terminate.

As with the existing multi-year commitment of MTIP funds, these supplemental funds would be used in part directly and in part to support revenue bonds to provide the following contributions to projects:

- \$15 million for the South Corridor Project (which when added to existing \$24 million commitment provides a total of \$39 million to South Corridor);
- \$10 million for the Commuter Rail Project; and
- \$10 million for the North Macadam Project (subject to a City of Portland contribution to the Mall LRT alignment as part of the South Corridor Project; otherwise these funds would be applied directly to the South Corridor Project).

The last two columns in Table 1 show the proposed supplemental allocation and the amount of MTIP funds anticipated to be available for other projects should the supplemental allocation be approved.

Each of the projects proposed to be a recipient of the supplemental allocation is nearing a major milestone that depends on the status of the supplemental allocation. This includes the Locally Preferred Alternative recommendation for the South Corridor Project (anticipated in February), the submission to FTA of the Commuter Rail Project Finance Plan for project rating purposes (anticipated in March) and the execution of the North Macadam Development Agreement (anticipated in March). Consequently, it is requested that JPACT concur in concept and direct that a resolution be drafted for consideration for adoption in March.

Table 1

FY	STP	CMAQ	Total	Existing Interstate MAX/ So. Corridor	Currently Unallocated Balance	Proposed Supplemental Allocation	Proposed Unallocated Balance
2003	\$14.76	\$9.47	\$24.23	\$6.00	\$18.23		\$18.23
2004	\$15.65	\$10.04	\$25.68	\$6.00	\$19.68		\$19.68
2005	\$16.58	\$10.64	\$27.22	\$6.00	\$21.22		\$21.22
2006	\$17.58	\$11.28	\$28.86	\$6.00	\$22.86	\$2.00	\$20.86
2007	\$18.63	\$11.96	\$30.59	\$6.00	\$24.59	\$2.00	\$22.59
2008	\$19.75	\$12.67	\$32.43	\$6.00	\$26.43	\$2.00	\$24.43
2009	\$20.94	\$13.43	\$34.37	\$6.00	\$28.37	\$2.00	\$26.37
2010	\$22.19	\$14.24	\$36.43	\$6.00	\$30.43	\$2.00	\$28.43
2011	\$23.53	\$15.09	\$38.62		\$38.62	\$8.00	\$30.62
2012	\$24.94	\$16.00	\$40.94		\$40.94	\$8.00	\$32.94
2013	\$26.43	\$16.96	\$43.39		\$43.39	\$8.00	\$35.39
2014	\$28.02	\$17.98	\$46.00		\$46.00	\$8.00	\$38.00
2015	\$29.70	\$19.06	\$48.76		\$48.76	\$8.00	\$40.76

**Transportation Priorities 2004-07
List of Project Applications**

Bike/Trail		Requested Amount	Boulevard		Requested Amount	Bridge		Requested Amount	Green Streets		Requested Amount
cb1	Trolley Trail: Jefferson to Courtney (PE to Glen Ec	\$0.844	mbv1d	Stark St. Ph. 2: 190th to 197th	\$1.800	pbr1	Broadway Bridge Span 7 painting	\$2.500	pgs1	Cully Blvd Recon: Prescott to Killingsworth	\$2.200
pb1	E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1.049	pbv1d	102nd Ave: Weldier to Burnside	\$3.350				mgs1	Yamhill Recon: 190th to 197th	\$0.450
wb1	Beaverton Powerline Trail: LRT to Schueback Pa	\$0.431	cbv1d	McLoughlin: I-205 to Hwy 43 Bridge	\$3.000				mgs2	Civic Drive Recon: LRT to 13th	\$0.250
wb2	Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	cbv2d	Boones Ferry: Kruse to Madrona (PE and RO	\$2.550				mgs3	Beaver Creek Culverts: Troutdale, Cochran,	\$1.470
wb3	Greenberg)	\$0.386	pbv2d	Killingsworth: Interstate to MLK	\$1.000						
pb2	Willamette Greenway: River Forum to River Park	\$1.256	pbv3d	Burnside: W 19th to E 14th (PE only)	\$2.000						
mb1	Gresham/Fairview Trail: Burnside to Division	\$0.630	wbv1d	Cornell: Murray to Saltzman	\$3.500						
Total:		\$4.812	Total:		\$17.200	Total:		\$2.500	Total:		\$4.370
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mrr1	242nd Ave.: Gilsan to Stark	\$0.550							str1	Jantzen Beach Access	\$0.449
Total:		\$8.520	Total:		\$4.640	Total:		\$6.000	mtr1	Rockwood Bus/MAX Xfer	\$0.382
									rt4	Hybrid Bus Expansion	\$2.244
									rt5	North Macadam Infrastructure	\$1.347
									rt6	North Macadam Transit Access	\$0.449
									ctr1	Clackamas RC TOD/P&R (PE only)	\$0.250
									mr2	Gresham Civic Station TOD	\$3.450
									ctr2	South Metro Amtrak Station	\$0.800
Total:		\$8.520	Total:		\$4.640	Total:		\$6.000	Total:		\$28.885

Grand Totals: \$127.128

DRAFT



METRO

Transportation Priorities 2004-07 Updated Schedule

February 18	Metropolitan Transportation Improvement Program (MTIP) overview at Council Informal
February 27	Council consideration of resolution approving Metro applications for MTIP funding
February 27	Technical rankings reviewed at MTIP Subcommittee
February 28	Transportation Policy Alternatives Committee (TPAC) overview of technical rankings
March 6	Technical ranking review at MTIP Subcommittee
March 28	TPAC review of 150% list
April 8	Council Informal briefing on 150% list
April 9	Metro Policy Advisory Committee (MPAC) overview of MTIP evaluation criteria and 150% list
April 10	Joint Policy Advisory Committee on Transportation (JPACT) review of technical rankings and 150% list
April 10	Council-approved 150% list released and 30-day public comment period begins
April 14-18	Public listening posts held around the region
April 23	MPAC comments on MTIP 150% list submitted to JPACT and the Council
May 16	30-day public comment period on 150% list ends
May 20	Council Informal on Metro priorities for draft Transportation Priorities list
June 12	JPACT tentative action on final Transportation Priorities program, pending air quality analysis
June 19	Council tentative action on final Transportation Priorities program, pending air quality analysis

June/July

Air quality conformity determination conducted for final Transportation Priorities program

July 2003

30-day public comment period on air quality conformity analysis begins

August 2003

JPACT and Metro Council action on air quality conformity and adoption of Transportation Priorities 2004-07 program

October 2003

Priorities 2004-07 document published; obligation of FY 2004 funding begins

FY 2003-04 Budget Briefing & Review Calendar

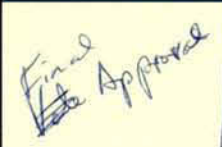
February 2003						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17 HOLIDAY President's Day	18 <u>INFORMAL</u> Briefing on Schedule & Process	19	20 <u>FORMAL</u>	21	22
23	24	25 <u>INFORMAL</u>	26	27 <u>FORMAL</u> Financial Picture & Trends 2nd Quarterly Report	28	

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FY 2003-04 Budget Briefing & Review Calendar

March 2003						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4 <u>INFORMAL</u>	5	6 <u>FORMAL</u>	7	8
9	10	11 <u>INFORMAL</u>	12 <u>BUDGET BRIEFING</u> 2:00 - 5:00 Review of Assumptions Issues/Priorities: Planning	13 <u>FORMAL</u>	14	15
16	17	18 <u>INFORMAL</u>	19 <u>BUDGET BRIEFING</u> 2:00 - 5:00 Issues/Priorities: Solid Waste MERC	20 <u>FORMAL</u>	21 1st Public Notice per Budget Law	22
23	24	25 <u>INFORMAL</u>	26 <u>BUDGET BRIEFING</u> 2:00 - 5:00 Issues/Priorities: Zoo Parks & Open Spaces	27 <u>FORMAL</u>	28 2nd Public Notice per Budget Law	29
30	31					

FY 2003-04 Budget Briefing & Review Calendar

April 2003						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 <u>INFORMAL</u> Budget Briefing 2:00 - 4:00 Issues/Priorities Council/COO Central Services	2	3 <u>FORMAL</u> Council President presents Budget Message PUBLIC HEARING	4	5
6	7	8 <u>INFORMAL</u>	9 <u>BUDGET MTG</u> 1:00 - 5:00 Discussion Significant Changes & Issues, Q & A	10 <u>FORMAL</u>	11	12
13	14	15 <u>INFORMAL</u>	16 <u>BUDGET MTG</u> 1:00 - 5:00 Discussion Q & A, Development of Amendments	17 <u>FORMAL</u> Budget Meeting 2:00 - 3:00 PUBLIC HEARING	18	19
20	21	22 <u>INFORMAL</u>	23 <u>BUDGET MTG</u> 1:00 - 5:00 Discussion of Amendments	24 <u>FORMAL</u> Budget Meeting 2:00 - 3:00 PUBLIC HEARING Vote on Amendments	25	26
27	28	29 <u>FORMAL</u> Budget Review 2:00 - 3:00 Review & Vote on Technical Amendments	30			

FY 2003-04 Budget Briefing & Review Calendar

May 2003						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 FORMAL Budget Meeting 2:00 - 3:00 Approval of Budget PUBLIC HEARING	2	3
4	5	6	7	8	9	10
Approved budget production and printing. Production of required documents for TSCC.						
11	12	13	14	15 DEADLINE TO SUBMIT BUDGET TO TSCC	16	17
Approved budget production and printing. Production of required documents for TSCC.				TSCC Public Comment Period		
18	19	20	21	22	23 Public Notice for TSCC hearing on 6/5/03 (tentative)	24
TSCC Public Comment Period						
25	26 HOLIDAY Memorial Day	27	28	29	30	31
TSCC Public Comment Period						

FY 2003-04 Budget Briefing & Review Calendar

June 2003						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5 TSCC Hearing (Tentative date) PUBLIC HEARING	6	7
TSCC Public Comment Period						
8	9	10	11	12 FORMAL Adoption of Budget PUBLIC HEARING	13	14
15	16	17	18	19	20	21
Production of Adopted Budget document						
22	23	24	25	26	27	28
Production of Adopted Budget document						
29	30					
Production of Adopted Budget document						

FY 2003-04 Budget Briefing & Review Calendar

July 2003						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3 HOLIDAY Independence Day	4	5
		Production of Adopted Budget document				
6	7	8	9	10	11	12
		Printing & Binding of Adopted Budget Document				
13	14	15 Deadline to file Adopted Budget & tax levies with TSCC and Counties.	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**FY 2003-04 Budget
Proposal for Budget Briefings to Council**

Budget Briefings will be provided to the Council on the following schedule:

Date/Time	Agenda
Wednesday, March 12, 2003 2:00 – 5:00	Review of general global assumptions Review of budget direction from Council President Planning Department: Issues and Priorities
Wednesday, March 19, 2003 2:00 – 5:00	Solid Waste and Recycling: Issues and Priorities MERC: Issues and Priorities
Wednesday, March 26, 2003 2:00 – 5:00	Zoo: Issues and Priorities Regional Parks: Issues and Priorities
Tuesday, April 1, 2003 2:00 – 5:00	Council: Issues and Priorities Finance: Issues and Priorities Business Support: Issues and Priorities Metro Attorney: Issues and Priorities Auditor: Issues and Priorities

Outline of Presentation:

• <u>Financial Planning Analyst</u> – Brief overview of five-year forecast prepared last fall. What major assumptions were included? What does the forecast indicate?	5 min.
• <u>Department</u> – Presentation that addresses the following: ✓ Discussion of directions received from COO and Council President ✓ How have you met those directions? ✓ What does this mean for your operations? ✓ For the Planning Department, what priorities did you place on programs and why? What is not being done and why?	20 min
• Questions and Answers	will vary

Written summaries of the presentation should be prepared and delivered to the Financial Planning Office not later than the Friday before the scheduled presentation. This will allow an opportunity to review the materials and distribute it to Councilors prior to the meetings.

Department	#

AMENDMENT TO FY 2003-04 PROPOSED BUDGET

PRESENTER

DRAFTER:

DATE

PROPOSED AMENDMENT (provide a brief summary of the requested action along with the specific line item affected)

<u>DEPARTMENT(S)</u>	<u>FUND(S)</u>	<u>LINE ITEMS</u>		
		<i>Acct #</i>	<i>Account Title</i>	<i>Amount</i>

PROGRAM/STAFFING IMPACTS

ARGUMENTS IN FAVOR OF PROPOSED AMENDMENT (not necessary for technical adjustments)

OPTIONS FOR FUNDING THIS AMENDMENT – What reductions, credits, changes, or adjustments in other budget/program areas will be necessary to accommodate this amendment?

EFFECT ON KEY BUDGET ISSUES – Provide a brief response to each of the following questions

- Will this amendment increase/decrease fund balance draw? If so, which fund(s) and by how much?
- Will this amendment increase/decrease savings from Council/Executive transition? If so, by how much?
- Will this amendment increase/decrease central overhead spending? If so, by how much?