WASHINGTON COUNTY
OREGON

Rod Park, Chairman of JPACT
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

April 6, 2004
HAND DELIVERED

Dear Councilor Park,

The Washington County Coordinating Committee (WCCC) is submitting this letter to JPACT to request that the I-5/99W Connector be included as a priority project supported by the Metro region in the federal Transportation Authorization and Appropriations bills. This project will facilitate the movement of freight within and through the region, alleviate congestion on I-5 and Hwy. 99W and other area arterials, and enhance access to industrial sites.

The project has been identified as a regional priority in multiple efforts to solve a growing transportation problem in the southwest Metro region:

- Metro has approved the 2020 Regional Transportation Plan which includes I5/99W as a future project needed within our 20 year planning time frame;
- The region has assigned planning funds to complete the state land use requirements on the I-5/99W alignment through the 2004-07 MTIP process;
- The Oregon Transportation Commission has also designated the I-5/99W Connector as a "Project of Statewide Significance" in the current DSTIP and has approved $2 million for EIS/PE in the 2004 STIP.
- Locally, the WCCC and Washington County Board of Commissioners committed $10 million in 2007 MSTIP dollars in local match for OTIA funding.
- Washington County received a $340,000 Federal earmark for planning in TEA 21; and,
- The METRO Transportation Finance Task Force identified I-5/99W Connector as a priority for funding in a regional finance measure.

Given its scope, complexity, and cost, the project needs full regional support to move forward. The requested federal earmark would supplement state and local funds for needed environmental and engineering work to complete the developmental phase of the project. We urge your support for the I-5/99W project as a regional priority for federal funding in this federal authorization cycle.

Thank you for your consideration.

Sincerely,

Roy Rogers

Roy Rogers, Chair
Washington County Coordinating Committee

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

DRAFT

Dear:

On behalf of the transportation agencies and jurisdictions of the Portland Metro area, we are writing to provide you with input on policy and funding issues on behalf of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT). Adoption of House Bill 3550 – The Transportation Equity Act – A Legacy for Users (TEA-LU) and Senate Bill 1072 – The Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) represents two important steps in the reauthorization process and we feel it is important that we share with you the region's priorities as these bills are taken up by the Conference Committee.

As you approach a Conference Committee, we are concerned that the $275 Billion in the House Bill is insufficient to meet the real transportation needs and the $318 Billion adopted by the Senate is clearly closer to the level needed. We are particularly concerned that there may be pressure to further reduce the funding level closer to that proposed by the Administration of $256 Billion. If this happens, we are concerned that it will be impossible to meet all of the competing demands, leading to undue harm to some interests. We urge you to remain steadfast in your support for a Bill with an adequate funding level, despite the threat of a Presidential veto.

Beyond the funding levels, we are pleased with the basic structure of the Bills and are particularly pleased with the project earmarks that the delegation was able to secure in the House Bill. We look forward to an opportunity to work with the Senators on their priorities for earmarking as the Bills go to Conference Committee.

We have analyzed both bills to provide you with insights on outstanding issues in either TEA-LU, SAFETEA or both to pursue during Conference. Listed below are major policy issues of concern that will likely be debated by a wide variety of interest groups. We will be in contact with you individually to discuss the issues and projects that uniquely impact the Portland region.

Major Policy Issues

- Transit/Highway Funding Levels – There has been a strong tradition adhered to through the past several reauthorizations to maintain an 80/20 funding ratio between the overall size of the Highway Program vs. the Transit Program. In the current process, one of the most contentious issues under debate is the goal of the Donor States to increase the minimum guarantee program to assure an increase in the return to each state from 90.5% to 95%. With a large enough Bill, this is an objective that can be met without penalizing the non-donor states. However, with the downward funding pressure that the bill has been undergoing, there is an increasing problem with the difficulty of satisfying this increase to a 95% minimum guarantee.

As you participate in this debate, please be aware that TEA-LU provides a substantial increase in funding to the donor states by bringing them up to a 95% minimum while the benefit to Oregon is a very modest increase by comparison. If the overall size of the bill is decreased, it could easily result in an actual loss of highway funds to Oregon. Another possibility is that there could be cuts in the Transit Program to a level below an 80/20 ratio to assure a 95% minimum for the donor states. This would significantly impact funding levels for the Portland region, especially for New Start projects.

- Small Starts – Both Bills take a major step forward by providing for a new Small Starts program for projects such as Streetcars seeking less than $75 million in federal funding. However, please be aware that the House Bill language in TEA-LU is preferred to that of the Senate Bill – SAFETEA. It will be important to adopt the House version for this program.

- CMAQ – The Congestion Mitigation/Air Quality Program (CMAQ) has been an important source of funds for the region to aggressively implement measures to reduce vehicle emissions allowing the region to continue to maintain federal air quality standards. The Senate Bill includes a provision removing a penalty of a 20% reduction of CMAQ funds when an area succeeds in meeting air quality standards, which we support. However, neither the House Bill nor the Senate Bill deals with the expected loss of CMAQ funds due to the reclassification of the Portland area from a "Maintenance" status under the old 1-hour ozone standard to an "Attainment" status under the new 8-hour ozone standard.

  As requested, we have attempted to correct this problem through an administrative fix but have been unsuccessful. It is vitally important to include language in the Conference Committee grandfathering areas such as Portland that were designated "Maintenance" under the old 1-hour standard but would face a loss of CMAQ funds due to a reclassification to "Attainment" under the new 8-hour standard.

- Planning Funds – A proposal has been submitted to cut the level of FHWA Metropolitan Planning funds provided for in the Senate Bill. It is important to adopt the Senate version to ensure that Metropolitan Planning Organizations (MPOs) can meet the existing and new mandates provided for in the Bill, especially in light of the increased number of MPOs nationwide as a result of increased population reflected in the 2000 Census. Without the increase in Planning funds provided for in the Senate Bill, there would be a reduction in Planning funds for each MPO due to the 46 added MPOs.

- Multi-State Corridor Program/National Corridor Infrastructure Improvement Program – The Senate Bill provides for a discretionary Multi-State Corridor Program and the House Bill provides for a very similar National Corridor Infrastructure Improvement Program. In order for this to be an effective

prospect for funding the proposed I-5/Columbia River Crossing project, the funding levels provide for in the House version are preferred.

Separate communication after further JPACT discussion and DC "fact-finding"

Portland-area Project Issues

- Commuter Rail – The House Bill includes a provision exempting the Wilsonville to Beaverton Commuter Rail project from the new Small Starts rating criteria. Although the project qualifies for this new program aimed at streamlining projects under $75 million, it is likely the project would be delayed while rulemaking is established for the program. The project is nearly ready to go to construction and awaits authorization from the Federal Transit Administration to proceed with Final Design.

- Interstate MAX Full-Funding Grant Agreement – The House Bill includes identification of the funding amounts required to complete appropriations toward the Interstate MAX Full-Funding Grant Agreement (FFGA). It would be helpful to add Bill or Report language directing that the FFGA scope be amended to allow for 10 additional light rail vehicles, which TriMet has proposed to be funded within the existing FFGA.

- Eastside Streetcar – The House Bill authorizes the Streetcar from Portland to Lake Oswego under the new Small Starts program. The extension of the same streetcar to the Central Eastside was inadvertently left out.

- Bus Earmarks – The House earmarked the first 3 years of the FTA Section 5309 Bus Program but was unable to provide for a bus earmark for TriMet's bus replacement program. Unless an authorization is provided, there will be no opportunity to provide appropriations during these years. Three years of the six-year request that we submitted previously would be $20.5 million.

- Regional Highway Priority Earmarks – We greatly appreciate the efforts of the House delegation in securing project earmarks for the region's highway priorities. It is very important to not retreat from these earmark levels as the Bill goes to Conference. Listed below are the earmarks in the High Priority Projects category for the Regional Highway Project priorities. Also noted is the amount earmarked in the House Bill. We understand that there may be an opportunity for the Senators to include earmarks in Conference Committee that could supplement the House earmarks.

	Request	House Earmark
I-5/Delta Park	$32.8 million	$10 million
Hwy 217	$26.9 million	$6.25 million
I-5/Columbia Crossing	$15.0 million	$16.0 million
Sunrise Corridor	$32 million	$3 million
Columbia Intermodal Corridor	$20 million	$12 million

In addition, we understand that there is interest in providing funding support for the I-5/99W Connector in the Tualatin/Wilsonville/Sherwood area. Although we did not include this project in our original list of priorities for funding through TEA-21 reauthorization, the project is being actively developed for consideration through the new Oregon Transportation Investment Act (OTIA) and it should compete well in the OTIA category of "Projects of Statewide Significance." If you are interested in supporting this project, an earmark of $3.9 million for Preliminary Engineering/EIS work would be helpful.

- Local Project Priority Earmarks – We also greatly appreciate the efforts of the House delegation in securing project earmarks for the region's Local Project Priorities. It is equally important to not retreat from these earmark levels as the Bill goes to Conference. Listed below are the earmark levels and the amount earmarked in the House Bill. We understand there may be opportunities for the Senators to include earmarks in Conference Committee that could supplement the House earmarks.

	Request	House Earmark
Boeckman Rd.	$8.0 million	$3.0 million
Wilsonville – Barber	$3.7 million	$1.0 million
Lake Road	$6.0 million	$3.0 million
Gresham LRT Station	$2.7 million	$1.5 million
Rockwood Town Ctr.	$2.0 million	$2.0 million
North Macadam Access	$8.0 million	$9.0 million
Metro Trail Program	$5.0 million	$4.5 million
Gateway Project	$3.0 million	$7.8 million

Projects that were not earmarked that could be considered are:

B-H/Scholls/Oleson	$27.0 million
Sellwood Bridge	$16.0 million

- Cross-Border Leasing – FTA has refused to approve proposals for the sale-and-leaseback of transit rolling stock due to the impact on the federal treasury. However, "Cross-Border" does not have an impact on the US Treasury and would provide a critical source of funds for TriMet's capital expansion program. TriMet has a "Cross Border lease request pending with the Federal Transit Administration that will not proceed absent Congressional direction in the reauthorization bill.

Thank you for all your hard work in advancing this important bill and helping the region to address its transportation and land use priorities.

Sincerely,

David Bragdon
Metro Council President

Rod Park
Metro Councilor and Chair
Joint Policy Advisory Committee
On Transportation

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE NEW FUNDING APPROPRIATED TO TRANSPORTATION PROJECTS IN THE METRO REGION BY THE 2004 FEDERAL TRANSPORTATION APPROPRIATIONS BILL.	)))	RESOLUTION NO. 04-3445 Introduced by Councilor Rod Park

WHEREAS, projects selected to receive federal transportation funding must be included in the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, and

WHEREAS, the 2004 federal appropriation bill has recently been signed into law, defining new revenues available to specific "earmarked" transportation projects in the Metro region, and

WHEREAS, these projects are consistent with the 2004 Regional Transportation Plan, and

WHEREAS, these projects are determined to be exempt from findings of compliance with the Oregon state implementation plan for air quality or have already been found in compliance and the funding of these projects as defined in the federal appropriation are consistent with the time frame of the air quality analysis; now therefore

BE IT RESOLVED that the Metro Council amends the 2004-07 Metropolitan Transportation Improvement Program to include funding for the following projects:

- $400,000 for the Sauvie Island Bridge replacement,
- $500,000 to complete the Environmental Impact Statement for Unit 1 (I-205 to Rock Creek Junction) of the Sunrise Corridor,
- $1,000,000 for preliminary engineering to add a ~~lane~~ auxiliary lanes to I-205 between the Stafford interchange and I-5,
- $400,000 for an Intelligent Transportation System laboratory at Portland State University,
- $300,000 for a park-and-ride in Wilsonville,

ADOPTED by the Metro Council this 22nd day of April, 2004

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3445, FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE NEW FUNDING APPROPRIATED TO TRANSPORTATION PROJECTS IN THE METRO REGION BY THE 2004 FEDERAL TRANSPORTATION APPROPRIATIONS BILL.

Date: April 22, 2004 Prepared by: Ted Leybold

BACKGROUND

The Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. To qualify to receive federal transportation funds, projects must be approved in the MTIP. The MTIP is updated every two years and amended as necessary to reflect current programming of federal transportation funds.

Each year the federal government promulgates appropriations to fund their activities, including transportation services and projects. Some of the funds appropriated are assigned to specific projects, a process commonly referred to as earmarking. The 2004 federal appropriation bill has recently been signed into law, defining new revenues available to specific earmarked transportation projects in the Metro region. As it is not possible to predict which projects will receive earmarked funding, those funds cannot be programmed in advance through the regular Metropolitan or State Transportation Improvement Program.

Therefore, each year these earmarked projects need to be amended into the current MTIP to make the projects eligible to receive the funds.

Following are the earmarked projects in the 2004 federal transportation appropriation within the Metro region that need to be amended into the 2004-07 MTIP:

- $400,000 for the Sauvie Island Bridge replacement,
- $500,000 to complete the Environmental Impact Statement for Unit 1 (I-205 to Rock Creek Junction) of the Sunrise Corridor,
- $1,000,000 to add ~~a southbound lane~~ an auxiliary lane to I-205 between the Stafford interchange and I-5,
- $400,000 to construct an Intelligent Transportation System laboratory at Portland State University,
- $300,000 for a park-and-ride in Wilsonville,

These projects have already been determined in compliance or are exempt from a determination of conformity with the Oregon State Implementation Plan for air quality.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Action would amend the 2004-07 Metropolitan Transportation Improvement Program, adopted by Metro Resolution No. 03-3381. This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21st Century or TEA-21) and the federal Clean Air Act. This resolution is consistent with the 2004 Regional Transportation Plan.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make these projects eligible to receive federal funds to reimburse project costs.

4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

RECOMMENDED ACTION

Approve the resolution as recommended.

Metro Area Request List - '05 Authorizations and Appropriations
Winners and Losers

Project Type/ Name	Authorization ($million)	Appropriations ($million)	House	Senate	Conference
Regional Highway Projects					
I-5 Trade Corridor					
* I-5: Delta Park to Lombard Widening	$32.80		10 M		
* Highway/Transit Trade Corridor	$15.00	$4.00	6 M		
Going Street Overpass		$2.00			
Regional ITS		$1.28			
I-205 Auxilary Lane		$1.00			
Hwy 217:Tualatin Valley Highway to US 26	$26.90		6.25 M		
Sunrise Corridor 1-205 to 172nd Ave. Hwy 224	$32.00		3 M		
Columbia Intermodal Corridor			12 M		
* Ramsey Railroad Yard	$11.00				
* Air Cargo Access Road	$9.00				
SUB-TOTAL	$126.70	8.28			
Regional Transit Priorities	*This assumes that rail projects will not be doll*				
South/North LRT Project Segments	*Reauthorization*				
Interstate MAX	Reauthorize	$40.85	76,273,861.00		
South Corridor/I-205	Reauthorize	$9.213	Authorized		
Milwaukie Light Rail	Reauthorize				
North: Expo to Clark County	Reauthorize				
Wilsonville-Beaverton Commuter Rail Proj.	Reauthorize	$25.00	Authorized		
TriMet Bus and Bus Related	$41.00	$8.00			
SMART Bus - Wilsonville	$3.20		80,000.00		
SMART Park & Ride		$1.00			
AMTRAK Station South - Phase II Oregon City		$1.50			
Jobs Access/Reverse Commute: Bus		$3.00			
Portland Streetcar			Authorized		
Segment 1: to Lloyd District	Authorize				
Segment 2: To Central Eastside District	Authorize	$1.00			
Segment 3:To South Waterfront	Authorize				
Segment 4:To Lake Oswego	Authorize				
SUB-TOTAL	$44.20	$89.56			

Project Type/Name	Authorization Request ($ million)	Appropriation Request ($ million)	House	Senate	Conference
Local Project Priorities					
Clackamas County ITS Implementation		$1.10			
Boeckman Road -Urban Village	$8.00		3 M		
Lake Road (Milwaukie)	$6.00		3 M		
Wilsonville-Barber Street Urban Village Connection	$3.70	$0.5	1 M		
Gresham Civic Neighborhood LRT Station	$2.70		1.5 M		
Gresham Springwater Project		$1.50			
Rockwood Town Center	$2.00	$2.00	2 M		
North Macadam Access	$8.00		9 M		
Sauvie Island Bridge	$25.00	$1.00			
Regional Culvert Retrofit – Phase 1	$5.00				
Regional Trail Program – Next Phase	$5.00		4.5M		
Beaverton Hillsdale/Scholls Ferry/Oleson Rd	$27.00				
Sellwood Bridge	$16.00				
Gateway 102nd	$3.00		7.8 M		
East Burnside - NW 23rd Ave. to East 14th	$3.75				
Union Station	$0.00		.1 M		
SUB-TOTAL	$115.15	$6.10			
Research					
Designated Portland State University as Federal University Transportation Research Center	$2.50	$1.00 (ITS)	Language		
SUB-TOTAL	$2.50	$1.00			
Channel Deepening Project		$15.00			
SUB-TOTAL		$15.00			
Support for OTA Transit Requests					
So. Clackamas Cty (Molalla) Transit Center		$0.100	.1 M		
City of Canby Transit		$0.500	.15 M		
City of Sandy Transit		$1.200			
SUB-TOTAL		$1.800			
Support for Projects Outside Metro Area					
Clackamas Government Camp U.S. 26		$3.200			
SUB-TOTAL		$3.200			
Support for Washington/Clark County Priorities					
I-5 Trade Corridor		$8.00	10 M		
I-5/I-205 HCT Loop	Initial Authorization	$2.00			
Vancouver Area SMART TREK (VAST)	Authorization	$1.50			
SUB-TOTAL		$11.50			
I-5 Railroad Bridge Swing Span Replacement	$42.00				
SUB-TOTAL	$42.00		154,463,861.00		

M E M O R A N D U M

METRO

TO: Rod Park, Chair, JPACT and members
FROM: Mark Turpel, Principal Planner
DATE: April 5, 2004
SUBJECT: Air Quality Plan - Transportation Control Measures

Background

In the early 1990s, the Metro region came into compliance with Federal and State air quality standards. Accordingly, in 1996 air quality plans for Carbon Monoxide (CO) and Ozone were prepared for the region as a requirement to re-designate the region as being in attainment with air quality standards and as a means of maintaining compliance. Included in these plans were Transportation Control Measures (TCM) to ensure that transportation related emissions were kept in check. TCMs are measures that reduce vehicle use or change traffic flow or congestion conditions. Transportation Control Measures enjoy a special status under the conformity rules and are subject to certain to requirements meant to ensure that TCMs are implemented as envisioned or scheduled. (see attachment A for a list of the existing and possible future TCM's).

DEQ is now in the process of updating the plans and the Second Portland Area CO Maintenance Plan is being drafted. (A second Ozone Maintenance Plan will also be completed in the near future once Federal regulation revisions are made final.) Issues in the CO Plan relating to the transportation system and the motor vehicle emissions budgets (used in the conformity rules) will be brought to JPACT and the Metro Council in the next few months for consideration. The CO plan is scheduled to be available for public comment in September and considered for adoption by Oregon's Environmental Quality Commission at the end of the year. Once the EQC has acted, the Plan will be sent to the EPA for approval. While DEQ is the lead agency for creating the CO Plan, the conformity rules specify that metropolitan planning organizations are responsible for developing the TCMs to be included in the DEQ Plan.

Benefits

EPA requires that measures relied on to produce a future air quality benefit must be made an enforceable part of the State Implementation Plan. Designating projects as TCMs makes them federally enforceable, so TCMs were included in the existing CO and Ozone maintenance plans because they were assumed in Metro's transportation model for the future year projections for vehicle emissions and VMT (Vehicle Miles Traveled). However, carbon monoxide levels in the region have greatly improved and EPA's requirement for enforceability is now of less concern.

The benefits of including TCMs in the plans include the following:

- demonstration of the coordination of air quality, transportation, and land use policies;
- priority funding of TCMs;
- a clear expression of local actions that can be taken to maintain or improve air quality;
- a reinforcement of land use and transportation policies;
- encouragement of more efficient use of resources, public and private;
- improved public health, including air and water quality.

Risks
There are risks associated with including TCMs in a plan. Should a region be unable to demonstrate timely implementation of TCMs, a conformity lapse could occur. This could mean that most all transportation expansion projects in the region would be halted because either Federal funds or needed Federal approvals of projects would be withheld. Upon demonstration that timely implementation of TCMs had been resumed, including reprogramming funds to ensure that TCMs had adequate resources, transportation funding would be restored. Also, TCMs included in approved air quality plans are subject to third party lawsuits, so if any such measure is not advanced, its implementation can be forced through those means.

The risk associated with having TCMs must be weighed against the risk of not having TCMs. It is likely that the new CO Maintenance Plan will establish new transportation emission budgets (pollutant maximums) that can easily be met. However, some projects may still need to be careful not to exceed "hot spot", or very localized air quality problems. In addition, the region is likely to meet the new 8 hour Ozone requirements. Nonetheless, unlike the CO emissions, the region will just barely meet the Ozone standards. Should an ozone air quality violation occur, there could be significant effects for the region, including consequences to both transportation and industrial sources. (see attachment B). All TCMs will reduce both CO and Ozone, and DEQ's goal is to have consistent measures in both plans. Therefore, TCMs included in the CO Plan would result in reductions of Ozone as well.

Strategic Choices
There are several strategic choices that the region could take. These include:

1. Resolution this option would not include TCMs in plan, rather, it would recommend adopting a resolution of intent that lists the air quality projects that the region wants to pursue;

2. Contingent TCMs this option would include TCMs in the Maintenance plans - as a contingency (that is, it would set a trigger point which, if exceeded, would initiate the implementation of TCMs)

3. TCMs in Plan this option would continue to include TCMs in the plans, updating and revising them consistent with today's conditions.

Policy Questions
TPAC has begun discussion of TCMs and will formulate a recommendation at its April 30 meeting to be forwarded to JPACT for consideration. However, if JPACT has policy directions about either the strategic choices or interests/concerns about specific TCMs, this could help inform TPAC as it considers its recommendations.

Accordingly, does JPACT:

- have observations about the strategic choices?
- have interests/concerns about specific TCMs (see attachment A)?

Thank you for your consideration of this matter.

c: Andy Cotugno
Dave Nordberg, DEQ

Transportation Control Measures

March 29, 2004

Existing	Future?
Non-funding based TCMs	Non-funding TCMs
- Metro 2040 Growth Concept	- Implement Metro Growth Concept by:
· Metro Interim Land Use Measures (pop and job growth targets, parking policy and retail in employment and industrial areas);	· developing and redeveloping in centers and other mixed use areas.
· Urban growth boundary;	· use latest UGB and growth allocations when doing future conformity.
- Central City parking requirements (for CO Plan only)	· Have Central City demonstrate consistency with TAZ assumptions for parking
- Employee Commute Option (ECO) rule (for ozone Plan only)	· Continue with ECO rule
Funding based TCMs	Funding based TCMs
- Increased Transit Service	- Increased Transit Service
· 1.5 % annual average service increase;	· 1.5 % annual average capacity increase;
· complete Westside Light Rail Transit (LRT);	· Complete I-205 LRT by 2009.
· complete South/North LRT by 2007;	· Complete Milwaukie LRT by 2015.
- Bicycle and Pedestrian facilities	- Bicycle and Pedestrian facilities
· all major roadway expansion or reconstruction to include bike and ped;	· all major roadway expansion or reconstruction to include bike and ped;
· build at least 28 miles of bikeways or trails by 2006, 5 miles each TIP;	· build at least 28 miles of bikeways or trails by 2015, 5 miles each TIP;
· build at least 9 miles of major ped upgrades in mixed use, 1.5 miles per TIP.	· build at least nine miles of major ped upgrades in mixed use areas by 2015, 1.5 miles per TIP.

****

Attachment B

Consequences of Actual Violation of Federal and State Air Quality Standards (violation)

Ozone:

- Reinstatement of LAER* pollution control equipment.
- Resumption of 1.1 to 1 offsets (result of growth allowance elimination)
- Adoption of RFG (Reformulated Gasoline), regional Congestion Pricing (also known as Value Pricing), or equivalent.
- Restoration of Transportation Conformity (assuming it is removed).
- Resumption of CMAQ eligibility (assuming it is lost as we expect it to be).

Carbon Monoxide:

- Reinstatement of LAER* pollution control equipment.
- Resumption of 1.1 to 1 offsets (result of growth allowance elimination)
- Restoration of the Portland Central City parking lid (if the violation occurs downtown).

(The consequences of a new AQ *violation* would not necessarily return the greater Portland region to nonattainment status)

*LAER stands for "Lowest Achievable Emissions Rate." It designates the highest level of industrial pollution control equipment available—regardless of cost.

Updating Portland Carbon Monoxide and Ozone Maintenance Plans

April 8, 2004

Background

- Portland is a former "nonattainment area" for both carbon monoxide (CO) and ozone due to past exceedances of the federal health standards.
- Portland is now a "maintenance area" for those air pollutants.
- EQC adopted CO and ozone maintenance plans in 1996.
- Strategies have successfully reduced emissions.
- Air monitoring now shows Portland to be well within the federal standards, especially for CO.
- The Clean Air Act requires a second Portland CO maintenance plan to be submitted by 12/31/04.

Integrated Strategy

- Many air quality problems are attributed to motor vehicles (on-road and off-road engines).
- CO, ozone and the Oregon Clean Diesel programs are being coordinated to improve air quality.
- DEQ's first action is to develop the second CO Maintenance Plan.
- Portland's Ozone Maintenance Plan will follow after EPA finalizes requirements under the new 8 hour ozone standard.
- DEQ is responsible for the AQ plans—Metro is responsible for developing Transportation Control Measures (TCMs).
- DEQ proposes to use one group of TCMs for both plans.

Schedule for Portland CO Plan

TPAC: Feb. 27th – Introduction
Mar. 29th – Transportation Control Measures (TCMs)
Apr. 30th -- Emissions Forecast
May 28th – Committee Recommendation

JPACT: Apr. 8th – Transportation Control Measures (TCMs)
May 13th – CO Plan and Transportation Issues
Jun. 10th – Committee Action

Metro Council: June 17th – Council Action

Public Comment Period:	~ Aug. 16 to Sept. 17, 2004
Public Hearing:	~Sept. 16, 2004
Proposed Adoption:	Dec. 9 or 10, 2004 (target)
Submit to EPA:	Dec. 31, 2004
EPA Approval (Federal Register):	Aug. 2005?
Effective Date:	Nov. 2005?

Schedule for Portland Ozone Plan

DEQ anticipates the Ozone Plan will follow the CO Plan by approximately six months

DEQ Contact: Dave Nordberg, (503) 229-5519

DRAFT

METRO

Oregon Metropolitan Planning Organization

SUMMIT

Thursday, June 3

2:00-5:00 PM

"Inside Metro" Tour

Tour will feature Metro's regional center, Oregon Convention Center and Oregon Zoo

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Thursday, June 3

6:00 PM – HOTEL TBA

No-Host MPO Reception

Friday, June 4

8:00 AM – 2:00 PM

MPO Summit

(agenda attached)

Rose Festival Activities

Friday, June 4 – Waterfront Fireworks
Saturday, June 5 – Starlight Parade

DRAFT

A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736

METRO

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

Oregon Metropolitan Planning Organization

SUMMIT

Friday June 4, 2004 - 8:00 AM to 2:00 PM
Council Chambers - Metro Regional Center

8:00	**Coffee and Informal Introductions**	
8:30	**Opening Comments**	Rod Park, JPACT Chair
8:45	**MPO Roundtable** – Top Issues in our Regions: ▪ Bend MPO ▪ Central Lane MPO ▪ Corvallis Area MPO ▪ Metro & JPACT (Portland MPO) ▪ Rogue Valley MPO ▪ Salem-Keizer Area MPO ▪ SW Washington MPO (Vancouver)	
10:15	**Break**	
10:30	**Discussion:** key issues facing MPOs -- *what are the common themes?*	Central Lane MPC member
11:15	**Discussion:** an "urban caucus" for Oregon – *is it time for MPOs to become more involved at the state level?*	Rex Burkholder, JPACT Vice Chair
Noon	**Lunch and Informal Discussions**	
12:30	**Lunch Speaker:** the Oregon Transportation Commission's vision for engaging MPOs	Stuart Foster, Chair - *Invited* Oregon Transportation Commission
1:00	**Discussion:** the emerging role of Area Commissions on Transportation in Oregon – *how will MPOs fit in?*	Bill Wagner, Cascades West ACT (Linn, Benton and Lincoln counties)
1:50	**Closing Comments and Next Steps**	Rod Park, JPACT Chair
2:00	**Adjourn**	

DRAFT

April 7, 2004

[name]
[address]

Dear [insert name]:

During the past few years, the transportation challenges facing Oregon's urban areas have become increasingly difficult. The combination of rapid growth and dwindling fiscal resources has outpaced our ability to meet changing travel demands. During this time, Oregon's metropolitan planning organizations (MPOs) have worked within their regions to address these challenges together.

Staff level discussions among the MPOs during this period have helped ensure that urban issues are addressed at the planning and regulatory levels. However, we believe that a parallel policy level of dialogue and partnership is needed to focus appropriate attention on urban transportation and planning issues at the state level, where regulatory and funding decisions often leave our needs unmet.

To begin this discussion, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) invite you to attend an MPO Summit on June 4, 2004 in Portland. The attached agenda focuses on key transportation issues common to our urban areas, and the possibility of an "urban caucus" to advance our needs at the state level. Most importantly, the summit will provide an opportunity to meet with your peers from the six MPOs, and begin to discuss new partnerships for advancing our common interests.

We have scheduled the summit to make it possible for visitors to Portland to attend the opening weekend events of the 2004 Rose Festival, including the opening day fireworks on Friday, June 4, the Waterfront Village activities at Tom McCall Park and the popular Starlight Parade on Saturday, June 5. The attached fact sheet provides more detail on the Rose Festival activities and lodging information. In order to plan for the event, we are requesting that you RSVP for the summit by May 3, 2004. If you do plan to stay overnight in Portland, you need to make your lodging arrangements by May 3 as well in order to take advantage of the group rate.

DRAFT

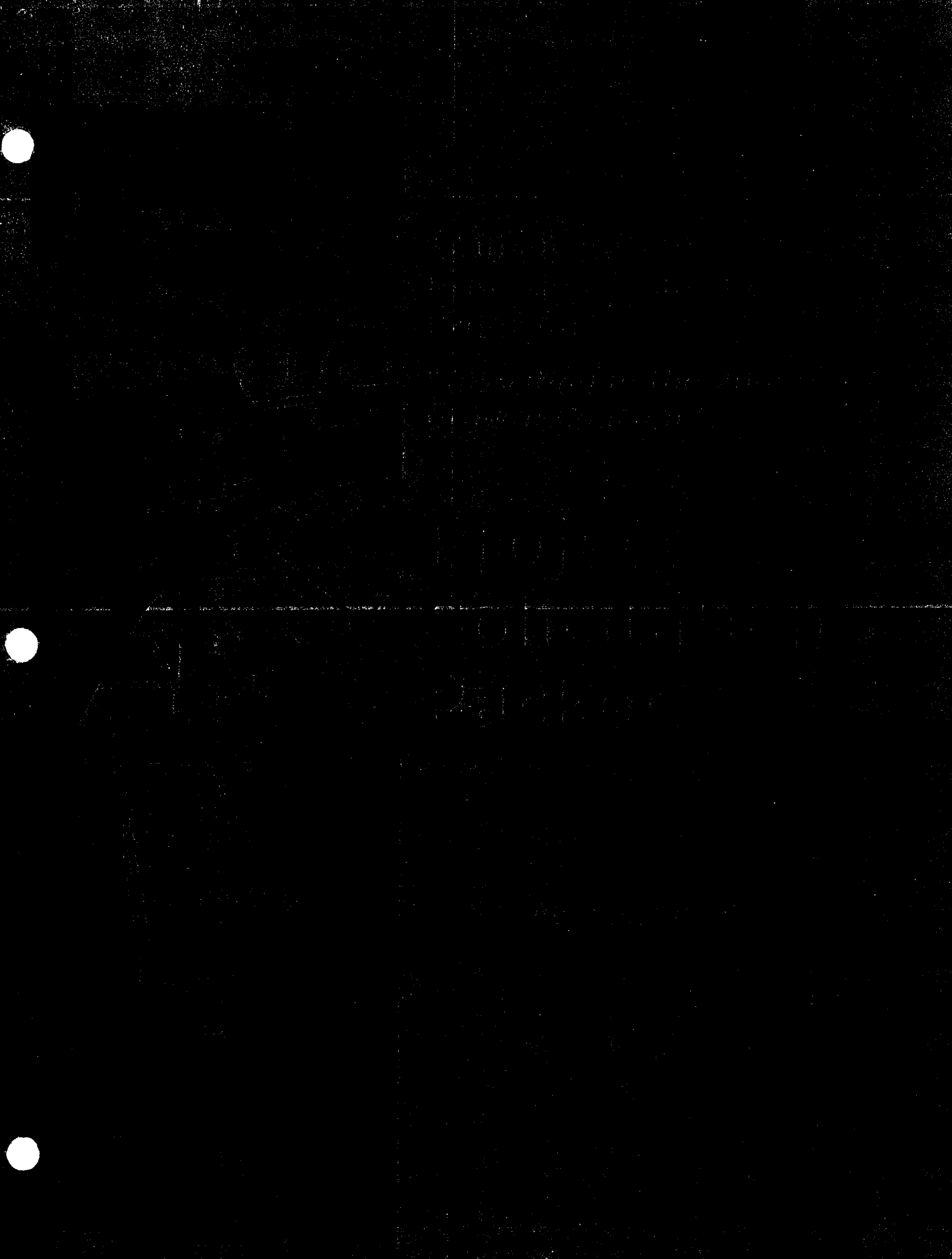
Prior to the summit, the Metro Council and staff would like to invite you to an "inside Metro" tour on Thursday, June 3 from 2:00-5:00pm. The tour will begin at the Metro Regional Center, including the Data Resource Center which handles all regional mapping for Metro. From the MRC, we will continue on to the Oregon Convention Center and Oregon Zoo, traveling by light rail. Following the afternoon excursion, you'll have time to freshen up at your hotel and join us for a no-host MPO Summit reception at 6:00 pm. Please RSVP for the tour and reception on the summit registration form.

We hope you will be able to join us for the summit, and look forward to the chance to work with you in this new partnership. If you have any other questions about the summit, feel free to contact Patty Unfred Montgomery at (503) 797-1941 or montgomeryp@metro.dst.or.us.

Sincerely,

David Bragdon
President, Metro Council

Rod Park
Chair, JPACT



600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

April 9, 2004

Metro Area Public and Transportation Officials:

The Metro Council is pleased to invite your participation in the Transportation Priorities process to allocate approximately $42 million of regional flexible transportation funds. This represents the sum of funds anticipated for new projects in 2008 and 2009.

The Transportation Priorities program presents a unique opportunity to fund transportation projects and programs that stimulate economic development and implement our land use plans in the region's industrial and mixed-use areas.

Enclosed is the solicitation packet that includes a summary of regional transportation policy and funding issues, a schedule of the allocation process, the technical criteria by which project and program applications will be scored and the funding application. If you have any questions regarding the solicitation packet, please call Ted Leybold at 503-797-1759.

Additionally, the Oregon Department of Transportation (ODOT), in cooperation with the Metro Council and other regional partners, will allocate, from funding available statewide, portions of approximately $550 million for motor vehicle capacity projects, $5 million for bicycle and pedestrian projects and $10 million for enhancement projects in the Metro area. ODOT will also allocate approximately $55 million within the Metro region for preservation and operational improvements of existing highway and bridge facilities. While the allocation of the ODOT funds is not part of the Transportation Priorities 2004-07 allocation process, the Metro Council and ODOT will coordinate information and public participation concerning these expenditures through the Metropolitan and State Transportation Improvement Program (MTIP/STIP).

On behalf of the Metro Council, we look forward to working with all of you to direct these dollars towards realizing the livable communities envisioned in the 2040 Growth Concept and your local comprehensive plans.

Sincerely,

David Bragdon
Metro Council President

Rod Park
Metro Councilor and JPACT Chair

METRO

Transportation Priorities 2006-2009 Program

Table of Contents

Metro Staff Contacts

Bicycle projects	**Bill Barber** 503-797-1758 barberb@metro.dst.or.us
Boulevard projects	**Kim Ellis** 503-797-1617 ellisk@metro.dst.or.us
Freight projects	**John Gray** 503-797-1730 grayj@metro.dst.or.us
Green Street projects	**Kelley Webb** 503-797-1894 webbk@metro.dst.or.us
Pedestrian projects	**Kim Ellis** 503-797-1617 ellisk@metro.dst.or.us
Roadway Capacity or Reconstruction projects	**Tom Kloster** 503-797-1832 klostert@metro.dst.or.us
Regional Transportation Options projects	**Bill Barber** 503-797-1758 barberb@metro.dst.or.us
Transit Oriented Development projects	**Marc Guichard** 503-797-1944 guichardm@metro.dst.or.us
Transit projects	**Ted Leybold** 503-797-1759 leyboldt@metro.dst.or.us

2004-07 Program Schedule

April 2004	Project solicitation begins Applications released April 9, 2004
July 2004	Project applications due June 30, 2004
August 2004	Technical rankings and draft environmental justice analysis released Public hearings held
September 2004	Initial recommendation for public discussion (list of projects and programs with costs totaling more than available funds)
October/November 2004	Public hearings held
January 2005	Release recommended list of projects and programs funded with available revenues
February 2005	Public hearing held Adoption of Transportation Priorities 2006-09 funding allocation
July 2005	Full MTIP adoption with air quality conformity determination
October 2005	Obligation of FY 2006 funding begins

Introduction

A summary of the Transportation Priorities 2006-09 program and application materials for regional flexible funds for the years 2008 and 2009 is included in this solicitation packet. Electronic copies of this 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 regional flexible funds. Metro anticipates allocating approximately $57.75 million of Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) grant funds.

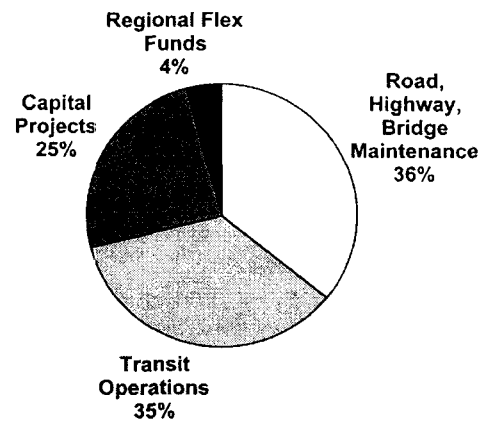
Applications are due to Ted Leybold by 5:00 pm on Wednesday, June 30th, 2004.

Summary of Transportation Spending

Approximately $630 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 service and programs to manage or reduce demand for new facilities. The following figure demonstrates how transportation funds are spent in this region.

Annual Regional Transportation Spending

$630 million



These funds have been supplemented by one-time revenues from the Oregon Transportation Investment Acts that will provide $192 in highway and bridge funds, $22 million in road capacity funds and an as yet to be defined portion of $500 million statewide for highway, road and bridge projects.

Regional flexible funds represent $29 million of the 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 that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

In July 2003, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted new policy direction for the allocation of regional flexible funds. This policy was updated in March 2004 by Metro Resolution 04-3431 in preparation for the 2006-09 allocation process. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending that these funds represent, the wide range of transportation projects eligible to use these funds and the 2040 policies to link transportation investments to land use and economic goals.

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

The Transportation Priorities 2006-09 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 only be eligible for up to 70 percent regional match (see page 11 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 points out of the possible 100 points technical evaluation score is dedicated to evaluation of the development of the land uses served by the candidate transportation project or program.

Transportation Priorities 2006-09 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. This authorization bill has been temporarily extended pending further action on a new authorization bill.

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 $57.75 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2008 and 2009. Of this amount, $16 million has been previously committed to development of light rail in the I-205 corridor, the Beaverton-Wilsonville commuter rail project and development of the South Waterfront area in Portland. The Transportation Priorities program is the regional process to review this previous commitment and to identify which transportation projects and programs will receive the remaining $41.75 million available.

Adjustments to the previous allocation of these funds for the years 2006 and 2007 will also be made as necessitated by delays in project readiness or special appropriations affecting 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 $35.25 million of the approximately $57.75 million 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 $22.5 million of the approximately $57.75 million available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may 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.

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 may be submitted for funding consideration. These jurisdictions shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount. To ensure a range of projects eligible for CMAQ funding from across the region, local transportation coordinating committees may only submit road capacity, reconstruction and bridge projects that total in project cost no more than 60% of their target maximum cost for all project submissions.

Table 1. Local Agency Application Cost Maximums

Coordinating Committee	**Percent of Metro Population** (year 2002)	**Total Cost Maximum for All Applications** ($ millions)	**Total Cost Maximum for Road Capacity, Reconstruction and Bridge Applications** (60% of total)
City and Port of Portland	39.6%	$33.1	$19.8
Clackamas County and its cities	18.1%	$15.1	$9.1
East Multnomah County and its cities	9.6%	$8.0	$4.8
Washington County and its cities	32.7%	$27.3	$16.4

*Percent of Metro population * $41.75 m * 2*

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2004 Regional Transportation Plan's financially constrained system. To make a project not currently on the financially constrained list eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council would need to approve a proposed amendment to the financially constrained project list.

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 condition:

- 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 RTP financially constrained network of similar cost (+ or – 10%). The project must be determined "exempt" from air quality impacts.

For further information regarding the RTP financially constrained network project list or the determination of air quality impact exempt status, please contact Ted Leybold at 503-797-1759.

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.

Application for funding of regional transportation related programs such as planning, regional transportation options and transit-oriented development are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Vehicle facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may 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, contact 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 systems maps must be consistent with the associated system functions.

3. Candidate projects must be included in the Financially Constrained system of the 2004 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 established cost targets for each coordinating committee: Clackamas County and cities, East Multnomah County and cities, City and Port of Portland, Washington County and cities.

5. The applicant jurisdiction is in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance or has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.

6. Statement that the project is deliverable within the funding time frame and brief summary of anticipated project development schedule.

7. 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 page 33 of this packet).

Furthermore, any public agency nominating a project must have its governing body identify that project(s) or program, in a meeting open to the public, as their priority for application of regional flexible funds. Documentation of such action must be received by Metro staff 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 instruction follow in the sections below. Consultant services may be retained to review candidate project applications for accuracy of scope, schedule and budget to ensure projects can be delivered as described in the application and are ranked fairly against other projects within the same mode ranking category. 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

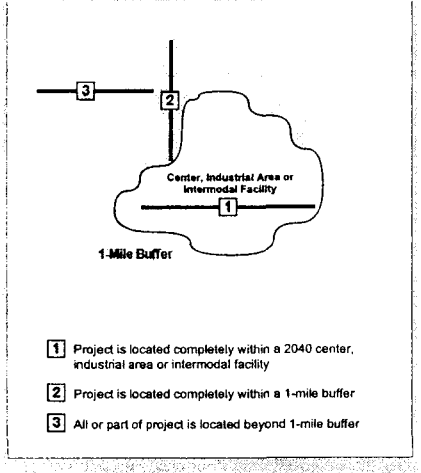
The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may 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 recommend projects for further consideration and public comment, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. After the public comment phase has concluded, JPACT and the Metro Council may adopt further policy direction to technical staff regarding how to develop a technical recommendation on a final list of projects and programs for JPACT/Metro Council consideration. A final recommendation by Metro staff and TPAC and selection of projects by JPACT and Metro Council within available funding revenues will then 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. JPACT and the Metro Council make the final determination on match eligibility.

Figure 2. Regional Match Determination



- Road, transit and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Bridge, Pedestrian and TOD projects would be eligible for full regional match of 89.73% under project condition 1 above.
- Planning and bicycle projects would be eligible for full regional match of 89.73% under project conditions 1, 2 and 3.
- Other projects in these categories would be eligible for up to 70% regional match.

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

- projects located in a Tier I or II 2040 land-use area (other than corridors),
- projects fully within one mile of a Tier I 2040 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 facility[1] 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 Tier I or II 2040 land-use area.

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

RTO:
See RTO technical evaluation sheet.

Planning and Bicycle projects
All planning and bicycle projects will be eligible for up to an 89.73% regional match.

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

Bicycle Technical Evaluation Criteria

GOAL: Maximize 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 fieldwork 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

Economic and Community Development (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
0	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 speeds[1] along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

Points	
10	5 or more design elements
7	4 design elements
3	3 design elements
0	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 jurisdictions transportation system plan with bike preferential treatments and improvements.)

Does project include design elements that enhance walking, biking and use of transit[2]? (10 points)

Points	
10	7 or more design elements
7	5 design elements
3	3 design elements
0	2 or fewer 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, other than street trees, of the Green Streets handbook. (5 points)

[1] Design elements that reduce automobile speeds include narrowed travel lanes, on-street parking, reduced turn radii, 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)

Project corrects an existing safety problem and reduces potential for collisions involving pedestrians and bicyclists. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians or bicyclists, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment[1] and existence of sidewalks will be considered in determining critical safety problems. Project applications should document these factors.

Project addresses a documented safety problem. (10 points)

Points	
10	High
7	Medium
3	Low

Does project address existing hazards to walking, biking and use of transit[2] and reduce potential for collisions involving pedestrians and bicyclists? (10 points)

Points	
10	7 or more safety factors addressed
7	5 safety factors addressed
3	3 safety factors addressed
0	2 or fewer safety factors addressed

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	Corridors
0	All other 2040 areas

Regional Street design hierarchy (10 Points)

Points	
10	Located in a boulevard designation
7	Located in a street designation and a mixed-use area
0	Located outside of above areas

Economic and Community Development (20 points) – see Attachment C

[1] Complexity of traffic environment refers to number of driveways and turning movements in project area.

[2] Project includes actions to correct the following safety factors: 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, substandard width), numerous driveways, sight distance and high incidence of collisions with pedestrians and bicyclists.

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: Improve efficiency of the freight system (25 points)

Regional Transportation Plan Freight Designation:

Points	
10	Main regional roadway route or railroad line or inter-modal yard
7	Regional road connector or branch railroad line or spur
3	Local freight route in local transportation plan
0	Other

Reduction in regional freight travel time, local freight travel time and regional freight VMT.
Each worth:

Points	
5	High
3	Medium
1	Low
0	None

GOAL: Addresses 2040 Land Use Objectives (40 points)

Improvement of freight access to or within an industrial area or to an inter-modal facility.
Project serving a:
Regionally Significant Industrial Area or Inter-modal Facility:
High = 15 points, Med = 10 points, Low = 5 points, None = 0
Local Industrial Area: High = 10 points, Med = 5 points, Low = 1 point, None = 0
Employment Area: High = 5 points, Med = 1 point, Low = 0 points, None = 0
Measured by vehicle hours of truck delay or by rail volume and barrier size.

Project reduces through freight traffic in mixed use areas or neighborhoods (Y/N – 5 points)

Attachment C: Economic and Community Development (20 points)

GOAL: Safety (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

GOAL: Cost effectiveness (15 points)

Reduction in regional and local freight travel time and regional freight VMT versus project cost.
Each worth:

Points	
5	High
3	Medium
0	Low

Special notes and instructions for freight projects:

1. Metro will determine the area of effect of a freight project and may 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: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (55 points)

Size of project area (10 points)

Points	
10	High
7	Medium
3	Low

Design Elements (45 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 (5 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation (10 points)

Points	
10	Central city, regional centers, regionally significant industrial areas
7	Town centers, main streets, station communities, local industrial areas
3	Corridors
0	All other areas

GOAL: Enhance Safety (20 points)

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

- Crash rate per vehicle mile (use ODOT Rate Book when available): 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.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. (5 points: 2.5 for each design element)

Green Street Demonstration: Retrofit Project Technical Evaluation Criteria *(Continued)*

GOAL: Cost effectiveness (15 points)

Amount of project area that is infiltrated versus project cost

Points	
15	High
8	Medium
0	Low

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 Kelley Webb at (503) 797-1894 or webbk@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 funds to this project category.

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (55 points)

Size of project area (High, Medium, Low – 10, 7, 3 points)

Design Elements (45 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 Trees for Green Streets guide book (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (5 points)
- Use of Infiltration and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation

Points	
10	Central city, regional centers, regionally significant industrial areas
7	Town centers, main streets, station communities, local industrial areas
3	Corridors
0	**All other areas**

GOAL: Enhance Safety (20 points)

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

- Crash rate per vehicle mile on adjacent facility (use ODOT Rate Book when available) if new facility will accommodate trips from that facility and thereby reduce exposure to crash potential on that facility.
- Design elements to encourage driving at posted speeds or expected posted speed for the street's functional classification.
- Reduction in exposure to accident potential through the provision of an alternative or more direct trip route.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 20 points to each project/program based on the issues listed above.

GOAL: Cost effectiveness (15 points)

Amount of project area that is infiltrated versus project cost

Points	
15	High
8	Medium
0	Low

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 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 Kelley Webb at (503) 797-1894 or webbk@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 head cutting.
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 Kelley Webb at (503) 797-1894 or webbk@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[2] a Rail, Rapid Bus, Frequent Bus corridor[3] and 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[4]

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (20 points)

Points	
20	Central city, regional centers, regionally significant industrial areas
13	Town centers, main streets, station communities, local industrial areas
5	All other areas

Economic and Community Development (20 points) see Attachment C

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

[3] Refer to Figure 1.16 in the Regional Transportation Plan, which designates Rail, Frequent Bus, Rapid Bus corridors and major transit stops.

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

Pedestrian Technical Evaluation Criteria *(continued)*

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 environment[1] 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.[2] (10 points)

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

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.

[1] Complexity of traffic environment refers to number of driveways and turning movements in project area.

[2] 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.

Roadway and Bridge Capacity Technical Evaluation Criteria

GOAL: Reduce Congestion (25 points)
(Project derives from Congestion Management System, consistent with 2020 per capita VMT targets)

2000 V/C Ratio (pm peak 2 hour & direction)

Points	
10	>1.0
7	>0.9
3	<0.9

2025 V/C Ratio (pm peak 2 hour & direction)

Points	
10	>1.0
7	>0.9
3	<0.9

Project builds new street connection to any existing street or to any planned regional street (planned means defined in the regional transportation plan, local transportation system plan or an adopted concept plan).
(Yes = 5 points, No = 0 points)

GOAL: Implement Proven Green Street Elements (5 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets guidebook; see page 17 for tree species and page 56 for planting area dimensions – or – new bridge is constructed consistent with the Bridge Design Principles summarized on page 96 of the Green Street guidebook. (2.5 points)
- Project includes any of the Green Street design elements, other than street trees, described in Section 5.3 of the Green Streets Guidebook. (2.5 points)

GOAL: Benefit Transit or Freight modes (5 bonus points)

- Project is located on a regional transit route and will implement road-related capital elements of transit system in agreement with transit service provider (bus stop pads, signal priority, que-by-pass lanes, etc.). (2.5 points)
- Project is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility (turning radius, ITS to improve traffic flow, access management, etc.). (2.5 points)

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Are a high number of vehicles on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Economic and Community Development (20 points) See Attachment C

Roadway and Bridge Capacity Technical Evaluation Criteria *(continued)*

GOAL: Enhance Safety (20 points)

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

- Crash rate per vehicle mile (use ODOT Rate Book when available): 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.
- Reduction in exposure to accident potential through the provision of an alternative or more direct trip route.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. (5 points: 2.5 for each design element)

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

Cost per vehicle hour of delay (VHD) eliminated in 2020: VHD eliminated = 2020 No-Build VHD - Build VHD

Points	
15	High
8	Medium
0	Low

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. Provide safety related data and descriptions in project application section 6d.
3. Project information regarding relief of congestion from spot improvements at intersections or interchanges is not included in this measure as that information is not uniformly available throughout the region. Applicants may provide such information when known as a part of the qualitative considerations in Attachment C.
4. Direct any questions to Tom Kloster at (503) 797-1832 or klostert@metro.dst.or.us.

Roadway and Bridge Reconstruction Technical Evaluation Criteria

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

2002 Condition:

Points	
15	Fair
10	Poor
5	Very Poor

2012 Condition:
(without earlier improvement)

Points	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition:

Points	
5	Fair
3	Poor
1	Very Poor

2012 Condition:
(without earlier improvement)

Points	
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 (5 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets guidebook; see page 17 for tree species and page 56 for planting area dimensions. (2.5 points)
- Project includes any of the Green Street design elements, other than street trees, described in Section 5.3 of the Green Streets guidebook. (2.5 points)

GOAL: Benefit Transit or Freight modes (5 bonus points)

- Project is located on a regional transit route and will implement road-related capital elements of transit system in agreement with transit service provider (bus stop pads, signal priority, que-by-pass lanes, etc.). (2.5 points)
- Project is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility (turning radius, ITS to improve traffic flow, access management, etc.). (2.5 points)

Roadway and Bridge 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 the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Are a high number of vehicles on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Economic and Community Development (20 points) See Attachment C

GOAL: Enhance Safety (20 points)
A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile (use ODOT Rate Book when available): 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.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. (5 points: 2.5 for each design element)

GOAL: Provide Mobility at Reasonable Cost (15 points)
Cost per year 2020 vehicle miles traveled (VMT) (or VT at bridges, interchanges & intersections)

Cost/Year 2020 Vehicles or VMT

Bridge/Intersections		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. Cost scales per vehicle or VMT will be updated to reflect current costs and/or points may be assigned for low medium and high cost to distinguish between candidate projects.
2. Provide safety, bridge and pavement condition related data and descriptions in project application section 6d.
3. Direct any questions to Tom Kloster at (503) 797-1832 or klostert@metro.dst.or.us.

Regional Transportation Options (RTO) Program: Financially Constrained System

The Regional Travel Options (RTO) Program 5-Year Strategic Plan was adopted by Metro Council in January 2004. Program components include: Collaborative Marketing, Employer Outreach, Regional Rideshare, Wilsonville/SMART TDM, Regional TMA Program, Region 2040 Initiatives Program, Regional Telework and the Business Energy Tax Credit (BETC) Program. Administration of a number of program components is currently under transition from TriMet to Metro. The RTO Financially Constrained System for FY 2006/07 through 2009/10 represents a base program budget and will be included under the Metro Planning category.

RTO Program: Preferred System Implementation

The RTO Program Preferred System Implementation is described in the RTO Program 5-Year Strategic Plan, and describes new and expanded RTO program elements in addition to those described above in the RTO Financially Constrained System. RTO projects are programs added through Preferred System Implementation must be consistent with the RTO Program 5-Year Strategic Plan and would be ranked using the criteria described below.

Program/Project is described in the RTO Program 5-Year Strategic Plan: Yes = 10 points, No = 0 points

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 Mapped 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

PLUS

Number of Employers, Employees and the General Population Served By Project/Program (10 points)

Points	
10	High
7	Medium
3	Low

Economic and Community Development (20 points) See Attachment C.

GOAL: Cost Effectiveness (15 points)

Total Project Cost divided by Alternative Modal Share increase points

Points	
15	Low cost
8	Medium cost
0	High cost

Special notes and instructions for RTO 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 Tier I 2040 mixed-use 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

Economic and Community Development: 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 (40 points)

New Boardings per vehicle revenue hour

Points	
40	High boardings per revenue hour
20	Medium boardings per revenue hour
0	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)

Economic and Community Development - See Attachment C (20 points)

GOAL: Provide Cost Effective Improvements (20 points)

Cost/New Boarding

Points	
20	Low Cost per new boarding
10	Medium cost per new boarding
0	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
0	No 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, regionally significant industrial area or inter-modal facility
13	Town center, main street, station community, local industrial area
5	Inner and outer neighborhoods, employment area

Economic and Community Development: - 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 Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

METRO

TRANSPORTATION PRIORITIES 2006-09 PROGRAM:
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
Regional Flexible Funds				
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. Review the technical criteria and special instructions for the appropriate technical mode category of your candidate project or program. Provide all necessary information in the project description or attachments to ensure full technical consideration of your project or program – particularly safety related data and design information.

e. List the date that the candidate project is expected to be ready to obligate regional flexible funding. Account for any needed preliminary design work, community involvement, completion of the ODOT Project Prospectus and an intergovernmental agreement with ODOT.

f. Complete Attachment A: the ODOT "Project Prospectus" to the extent possible given the current level of project definition (not required of Planning, RTO, or TOD applications). Not all information requested applies to all types of projects. Consult with your ODOT Local Program Coordinator (City of Portland and Multnomah County: Mark Foster, 731-8288, All other Cities and Clackamas County: Tom Weatherford, 503-731-8238, Washington County: Michele Thom, 503-731-8279) if you have questions regarding elements of the form.

g. Describe any significant aspects of the project that transcend the adopted technical evaluation (see Attachment B: Qualitative Considerations).

h. Complete the Economic and Community Development Attachment C (not required of Green Street Demonstration projects).

i. If submitting a Boulevard, Green Street Demonstration or Pedestrian project, complete and submit the relevant Attachments (D, E or F) per the special instructions.

j. Complete the public involvement checklist (see Attachment G).

k. Provide photo(s) of project area; digital preferred (no more than three).

Attachment A:

PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

			Key Number:	Jurisdiction:	
Section:			Region:	Area:	District:
State Highway No.:	Highway Name:		Mile Point From: To:		Length: (mi) (km)
☐ Urban ☐ Rural	City:	MPO: Within UGB ☐ Yes ☐ No	County:	Road/Street Name:	
Route No.:	NHS ☐ YES ☐ NO	HPMS:	FC:	Applicant (If other than State):	
US Congressional District:		State Senate District:		State Representative District:	

Cost Estimates (x $ 1,000)			Project Components		Right Of Way	
Preliminary Engineering			Grading		Files (#)	
Right Of Way			Paving		Hectares (#)	
Utility Reimbursement			Structures		Relocations (#)	
			Signing		Acquisitions (#)	
Roadway			Signals		Easements (#)	
Structures			Illumination		Work By: State / Consultant / Applicant	
Signals					Preliminary Engineering (S,C,A)	
Illumination					Construction Engineering (S,C,A)	
Temp. Protection					Right of Way Descriptions (S,C,A)	
Const. Contingencies					Right Of Way Acquisitions (S,C,A)	
Const. Engineering			Project Categories		Constructed By	
			Environmental Class (1, 2, 3, PCE)		☐ Contract ☐ County Force	
			Design Category (1-7)		☐ State Force ☐ Other	
Total CE and Construction:		$ -	Work Type Code (1-13)		☐ City Force	
Total Estimate:		$ -	Primary STIP Work Type:			
Recommended Let Date By Federal Fiscal Year (Quarter-Year):						

PE Fund:	R/W Fund:	UR Fund:	CE-CN Fund:
PE EA:	R/W EA:	UR EA:	CE-CN EA:

Item	Existing	Proposed
Travel Lanes (#)		
Structures (#)		
Signals (#)		
Bike Way (#)		
Average Daily Traffic		
Year of ADT		
Throughway Y/N		

Define The Problem:

Describe Proposed Solution: - Attach Sketch Map

Prepared By:	Date:	OTC Approval Date:	Program Year:	Funding Amount:
X				

(5-2003)

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS

RESPONSIBLE LOCAL OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. **Public Hearing / Citizen Involvement** _____ **(Office)** _____ **(Phone)**
2. **Environmental / Planning** _____ **(Office)** _____ **(Phone)**
3. **Pre-Engineering** _____ **(Office)** _____ **(Phone)**

THIS OFFICIAL REQUEST IS FROM:

The City of _____ **and/or** _____ **County**

By _____ **By** _____

By _____ **By** _____

By _____

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

Part 2 Project Details (Page 1 of 2)

Key Number:	Jurisdiction:
0	0

Section:	Region:	Area:	District:
0	0	0	0

Enter: S-State C - Consultant A - Applicant E - Existing N - No

Activity Responsibilities						Permits and Clearance			
Surplus Property		Signs (Permanent)		Storm Sewer		Airport Clearance		Wetlands	
Citizen's Advisory		Striping (Permanent)		Landscaping		Land Use Actions/Permits		Endangered Species	
Photogrammetry		Project Signing		Irrigation		Flood Plain		Hazmat	
Reconnaissance Survey		Detour		Borrow Source		Building		Historic Resource	
Public Hearing		Illumination		Material Source		Corps Engrs/DSL Remove/Fill		DEQ Indirect Source Air	
Field Survey		RR Crossing		Disposal Source		Coast Guard		DEQ Non-Point Source Water	
Vicinity Map		RR Protection		Local Agreement		Geology and Minerals		Archaeology Survey	
Soils/Geotech Investigation		RR Separation		Sensitive Land		Signals Warrants		Noise Study	
Hydraulic Study		RR Encroachment		Value Engineering		Utilities (see below)		Section4(F)	
Utility Coordination		Utility Verify Vert Horiz (VVH)							

Right-Of-Way

Right-Of-Way Liaison	Access Control (Y/N)	Curr	Propsd

List of Utilities:

Acquisitions		Relocations	
Simple No.	Complex No.	Business No.	Residential No.

Design Standards	Design Speeds	Exception (Y/N)

Suggested Base Design

Item	New Work Surface (inch)	Over Existing Surface (inch)	Item	New Work Surface (inch)	Over Existing Surface (inch)

Structures

Structures	Length	Width	Height	Cost	Structure	Length	Width	Height	Cost

Approved Area Manager	Date
X	

PROJECT PROSPECTUS

Part 2 — Project Details (Page 2 of 2)

Key No.:	Jurisdiction:
0	0

SECTION:	Region:	Area:	District:
0	0	0	0

Segment of Alternative 1:

Comments on Segment or Alternative:

Existing (below) Units In: Comment on Existing:

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
Proposed (above) Units In: Comment on Proposed:																

Segment or Alternative 2:

Comments on Segment or Alternative:

Existing (below) Units In: Comment on Existing:

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
Proposed (above) Units In: Comment on Proposed:																

Segment or Alternative 3:

Comments on Segment or Alternative:

Existing (below) Units In: Comment on Existing:

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
Proposed (above) Units In: Comment on Proposed:																

Segment or Alternative 4:

Comments on Segment or Alternative:

Existing (below) Units In: Comment on Existing:

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
Proposed (Above) Units In: Comment on Proposed:																

(5-2003)

Attachment B: Additional Qualitative Considerations

In addition to the technical measures of a project listed above, other project elements or impacts may be listed for consideration by decision makers. These include; public support, over-match of funding, finishing a critical gap in a mode network, protection of endangered species, relationship to other local or regional goals such as affordable housing, environmental justice factors 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. Federal environmental justice factors will be identified by Metro staff analysis and summarized as a part of these additional qualitative considerations along with public comments received during the public comment period and hearings.

(Limit responses to 200 words or less.)

Attachment C: Economic and Community Development
For projects serving mixed-use areas and inner/outer neighborhoods

Up to twenty points will be awarded for how well a project leverages or complements development of a mixed-use community center. Consideration will be given to the maturity of the 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. [1] (20 points)

1. Progress in developing a mixed-use center

A. Land Use Plan Implementation within the designated mixed-use area (5 points; 1 point each)

Zoning adopted that:

___ Allows vertical mixed-use development without variance or quasi-judicial approval

___ Includes housing that meets regional targets for density and requires ground floor retail at key locations

Development code regulations in place that support mixed-use development by:

___ Allowing no setbacks from sidewalks

___ Requiring building entrance orientation to sidewalk or other public space

___ Not allowing large blank walls adjacent to sidewalks or other public spaces

B. Civic Investment within the mixed-use area (5 points; 1 point each)

___ Public financial tools (urban renewal, LID's, general funds, etc.) are available or programmed to help locate mixed-use development in the area

Please list: _____

_____

___ Have/are civic infrastructure investments being made in the area (i.e. public buildings, parks, plazas, promenades, etc.)

Please list: _____

_____

___ Have/are private investments being made in vertical mixed-use development or civic infrastructure

Please list: _____

_____

Leadership: List key private, non-profit and public associations and/or individuals and briefly describe how they have demonstrated a commitment to the development of the mixed-use area as a community center.

_____

_____

_____

_____

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

_____

_____

_____

_____

2. Local objectives[2] (10 points)

Describe how this project would help implement or complement key local development plans and economic development policy objectives in the mixed-use area.

Describe whether and how public financial tools are available to help implement the key economic development objectives (tax abatement for locating jobs or job training programs, etc.) in the mixed-use area.

Describe whether a market based implementation plan for this area has been developed.[3]

(Limit responses to 500 words or less)

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

[2] Metro staff may review the regionally adopted job growth forecasted for the mixed-use area.

[3] 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 C: Economic and Community Development

For projects serving regionally significant industrial, local industrial and employment areas or inter-modal facilities

Up to twenty points will be awarded for how well a project retains, leverages or complements development of traded-sector jobs based in the area. (20 points)

1. Protection of and readiness of industrial areas for industrial development

A. Progress in protecting an industrial area for industrial uses (5 points)
Does the industrial area have zoning or development code protection of the industrial area or inter-modal facility beyond Title 4 requirements (Those parcels recently brought within the UGB may qualify for these points if the adopted concept plan directs that such protections shall be developed prior to development occurring)? Yes = 5 points, No = 0 points

B. Impact of project on desirability of area for industrial uses (5 points)
Does the candidate project remove a barrier to a Tier B or D industrial parcel that elevates the parcel to Tier A parcel? Yes = 5 points, No = 0 points

(For a description of industrial parcel Tier ranking and maps demonstrating the Tier ranking of industrial parcels, see the Regional Industrial Lands Study available on the Metro web site: www.metro-region.org. Industrial parcels located within one-quarter mile of a road segment with "grossly unacceptable" congestion conditions in the 1999 RTP analysis of the Financially Constrained system were defined as a Tier B or D parcel due to that transportation barrier and other possible factors.)

2. Local economic and job development objectives[1] (10 points)

Describe how this project would help implement or complement key local development plans, economic and other policy objectives. Highlight any traded-sector[2] and high-wage industry business retention or development plans, objectives or policies for the area. For regional policies and objectives, reference the Regional Industrial Lands Study or the MPAC Jobs Subcommittee Final Report.

Describe whether and how public financial tools are available to help implement the key economic and job development objectives (tax abatement programs for locating jobs within an industrial area or job training programs, etc.).

Describe how key associations and/or individuals have demonstrated a commitment to the development of the industrial area, particularly for traded-sector businesses.

(Limit responses to 500 words or less)

[1] Metro staff may consult with Portland State University to analyze the traded-sector relationship to a candidate project as well as analyze the regionally adopted job growth forecasted for the industrial area.

[2] A traded sector business is a business that sells its goods or services in markets for which there is national or international competition. These businesses have the ability to grow faster than the local economy and therefore can grow jobs regardless of local market conditions.

Attachment D: Boulevard Project Checklist

GOAL: Reduce automobile speeds (10 points)

1. Project includes design elements that reduce automobile speeds. (10 points)

a.	Current lane widths are narrowed?	Yes ☐	No ☐
b.	Curb extensions/"squeeze points" are constructed?	Yes ☐	No ☐
c.	On-street parking is permitted?	Yes ☐	No ☐
d.	Corner turn radii are engineered for slower turn movements?	Yes ☐	No ☐
e.	Pedestrian crossings are demarcated with distinct texture/color/platform treatment?	Yes ☐	No ☐
f.	Signals re-timed to progress at slower than current speeds?	Yes ☐	No ☐
g.	Other element(s)?_____	Yes ☐	No ☐

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

1. Sidewalks will be widened to 10 feet or more. (5 points) Yes ☐ No ☐

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 ☐	No ☐
b.	Is a landscape buffer provided?	Yes ☐	No ☐
c.	Are pedestrian refuges (curb extensions) installed at crossings?	Yes ☐	No ☐
d.	Is a raised pedestrian refuge in a median installed?	Yes ☐	No ☐
e.	Are pedestrian crossings increased?	Yes ☐	No ☐
f.	Are bike lanes added (on or parallel to facility)?	Yes ☐	No ☐
g.	Are obstructions (e.g., utilities) removed from the primary pedestrian-way?	Yes ☐	No ☐
h.	Are street amenities provided? (e.g., benches, pedestrian scale decorative lights, railings, statuary, brick pavers, etc.)	Yes ☐	No ☐
i.	Are pedestrian crossings marked?	Yes ☐	No ☐
j.	Other elements?	Yes ☐	No ☐

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 ☐ No ☐

2. Project includes any of the "green street" design elements described described in Section 5.3 of the Green Streets handbook. (5 points) Yes ☐ No ☐

GOAL: Improve safety (20 points)

1. Project location has documented safety problem (e.g. accident data shows high incidence of collisions with pedestrians and bicyclists, speeding, etc.) (10 points) Yes ☐ No ☐

2. Project includes design elements to correct safety problems or reduce potential for collisions involving pedestrians and bicyclists. (10 points)

   a. provides sidewalks where none currently exist? Yes ☐ No ☐

   b. reduces motor vehicles speeds (e.g., narrows lane widths, signal timing, reduces corner turn radii, raised intersection treatments)? Yes ☐ No ☐

   c. provides a pedestrian refuge in a raised median Yes ☐ No ☐

   e. consolidates driveways or reduces vehicle turning movements? Yes ☐ No ☐

   f. improves poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, substandard sidewalk width)? Yes ☐ No ☐

   g. provides pedestrian-scale lighting? Yes ☐ No ☐

   h. provides bike lanes on roadway that is designated as "high traffic area through street" or "Caution Area" on Bike There! Map Yes ☐ No ☐

   j. Other elements? _____ Yes ☐ No ☐

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. Is project area expected to infiltrate/evaporate most small storm events? Yes ☐ No ☐
7. Are soils in project area conducive to infiltration? Yes ☐ No ☐
8. Amount of public right of way with Green Street design features _____ sq. feet

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 ☐ No ☐
2. Project removes pedestrian obstacles? (5 points)
   a. missing curb ramps Yes ☐ No ☐
   b. greater than 330 feet between pedestrian crossings Yes ☐ No ☐
   c. lack pedestrian refuges Yes ☐ No ☐
   d. sidewalk occluded by utility infrastructure Yes ☐ No ☐
   e. large corner turning radii at intersections Yes ☐ No ☐

GOAL: Improve safety

1. Project location has documented safety problem (e.g. accident data shows high incidence of collisions with pedestrians, speeding, etc.) (10 points) Yes ☐ No ☐
2. Project includes design elements that correct safety problems or reduce potential for collisions with pedestrians:
   a. provides sidewalks where none currently exist? Yes ☐ No ☐
   b. reduces motor vehicles speeds (e.g., curb extensions, signal timing, reduction of corner turn radii)? Yes ☐ No ☐
   c. provides landscaped pedestrian buffer? Yes ☐ No ☐
   d. provides marked pedestrian crossings? Yes ☐ No ☐
   e. consolidates driveways or reduces vehicle turning movements? Yes ☐ No ☐
   f. improves poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, substandard sidewalk width) Yes ☐ No ☐
   g. provides pedestrian-scale lighting Yes ☐ No ☐
   h. Other elements? (such as improving sight distance at crossing locations, providing pedestrian refuge in raised median) Yes ☐ No ☐

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 subrnitted 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.

METRO
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.

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. Statement of Local Priority

Provide evidence of review of the candidate project(s) or program(s) by the governing body at a meeting that is open to the public. The purpose of this review is to have the governing body identify the candidate projects/programs as their priority for application of regional flexible funds. This submission is due to Metro prior to release of draft technical ranking data.

D. Certification Statement

_____
(project sponsor)

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

_____
(Signed)

_____
(Date)

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: April 6, 2004

TO: JPACT

FROM: Andy Cotugno

RE: OTIA Freight Priorities

Attached for your information are the results of the project ranking approved by the Oregon Freight Advisory Committee to the Oregon Transportation Commission for the $100 million of funding provided through OTIA. There will also be projects submitted by the Oregon Department of Economic and Community Development for industrial access projects and the Governor's office for job development projects.

The list is presented in statewide rank order and includes the ranking approved by JPACT for the Metro region and submitted to the Committee for their consideration. Projects outside the Metro region are identified as N/A in the Metro rank column.

Comparison of Freight Advisory Committee and Metro Rankings of OTIA III Projects

Tier One

ODOT Region	Project Name	Project Description	FAC Average Score	FAC Rank	Metro Rank
1	**US 30 Lake Yard Hub Facility Access Improvements**	Improve access to the intermodal rail yard by providing an access lane on US 30 for trucks entering and/or exiting the site, adding a signal at the site entrance, and if needed constructing an on-site access road and realigning tracks.	69	1	5
4	**US 97 Re-route: Maple Overcrossing (Redmond)**	Replace planned signal at the Maple/Negus intersection with an overcrossing.	68	2	N/A
1	**NE 47th Intersection and Roadway Improvements**	Widen and channelize NW 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard.	66	3	7
1	**Terminal 4 Driveway Consolidation**	Consolidate driveways.	64	4	17
1	**NE Cornfoot Air Cargo Access Improvements**	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road.	64	4	7
1	**NE Alderwood Air Cargo Access Improvements**	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue.	63	6	7
1	**North Lombard Access Improvements**	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas.	60	7	3
1	**North Leadbetter Extension Overcrossing**	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.	60	7	1
4	**US 97 @ North End of Bend**	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary	59	9	N/A
1	**East End Connector**	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard.	59	9	2
1	**West Lane Road (Scappoose)**	Improve road to enhance freight movements from US30 to Scappoose Airport	57	11	N/A
5	**East Beach Rail Loop Access and Road Development**	Widen Columbia Avenue from the overcrossing of the UP mainline north the boundary of Port industrial properties, with a grade-separated crossing and new access roads to and adjacent to the new unit train rail loop facilities.	56	12	N/A
1	**NE 257th Avenue Improvements**	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.	56	12	11
5	**Treasure Valley Renewable Resources Bio-Refinery Project**	Reconstruct 6 local roads to provide access to the bio-refinery.	56	14	N/A

Tier Two

ODOT Region	Project Name	Project Description	FAC Average Score	FAC Rank	Metro Rank
3	**Table Rock Road, Bear Creek to Pine Street/Biddle Road**	Widen to three lanes.	53	15	N/A
3	**Table Rock Road, Pine Street/Biddle Road to Wilson Road**	Widen to five lanes.	53	15	N/A
1	**I-5/Columbia Boulevard Improvements**	Construct full direction access interchange based on recommendations from the I-5 Trade and Transportation Partnership Study.	52	17	5
3	**Table Rock Road and Hamrick Road Improvements**	Rehabilitate pavement and provide paved shoulders on Hamrick Road from East Pine Street to Table Rock Road. Provide a left-turn storage area on Table Rock Rd at its southern intersection with Hamrick Rd.	51	18	N/A
3	**Antelope Road, Table Rock Road to 7th Street**	Widen to five lanes.	50	19	N/A
4	**Oregon 140 Projects**	Improve highway to remove length restrictions for tractor-semitrailer combinations that include a 53-foot trailer. Four sections: Bly Mountain ($8 million), Deep Creek--Warner Canyon ($22.5 million), Dougherty Slide ($9.2 million), Greaser Canyon-Blizzard Gap ($8.5 million)	49	20	N/A
1	**I-5 North Improvements**	Widen to six lanes between Lombard and the Expo Center.	48	21	4
3	**I-5: Myrtle Creek Curves**	Realign mainline Interstate 5 through the hillside to alleviate significant safety problems and improve industrial access to South Umpqua Industrial Park.	48	21	N/A
1	**US 26 (Sunset Highway)/Glencoe Interchange Improvements**	Construct new interchange.	48	21	N/A
1	**NE Columbia Boulevard/82nd Avenue**	Signalize ramps and provide additional capacity.	48	21	10
1	**I-84 Cascade Locks Industrial Park Interchange**	Construct new interchange to provide access to the Port of Cascades Lock industrial park.	47	25	N/A
5	**I-84 Freight Improvements**	Burnt River Canyon Section - improve alignment; Three Mile Hill Section - construct a climbing lane; Ladd Canyon Section- construct climbing lane and pursue technologies to address bridge deck freezing conditions to reduce winter related closures.	46	26	N/A
3	**I-5 Merlin Interchange**	Relocate Highland Avenue East to reduce stacking at NB off-ramp.	45	27	N/A
1	**Sunrise Highway, Unit 1, Phase 1**	Construct new four-lane facility from I-205 to OR 212/135th Avenue.	44	28	11

1	**I-205 Auxilliary Lanes**	Construct permanent auxiliary lanes between I-5 and Stafford Road as part of a programmed preservation project on I-205 between I-5 and the Willamette River Bridge.	**43**	**29**	**15**
1	**US 26 (Sunset Highway) Improvements**	Widen US 26 to six lanes from Cornell Road to 185th Avenue.	**42**	**30**	**17**

Tier Three[1]

ODOT Region	Project Name	Project Description	FAC Average Score	FAC Rank	Metro Rank
1	**North Going Street Bridge Replacement Project**	Replace the existing bridge with a new six-lane structure.	**40**		**N/A**
3	**East Vilas Road, Haul Road to Crater Lake Avenue**	Widen to five lanes.	**39**		**N/A**
3	**OR 140 Freight Extension**	Modify existing intersection of Kirtland and Blackwell Rds to provide free-flow on Kirtland versus Blackwell; increase travel lane width and provide shoulders on Kirtland Rd between Blackwell and High Banks; widen Ave G to improve turning movements to and from Hwy 62; construct southbound loop off-ramp at Blackwell Rd Interchange	**38**		**N/A**
2	**I-5 North Santiam Highway (OR 22) to Kuebler**	Widen freeway to six travel lanes and make improvements to North Santiam Highway and Kuebler interchanges	**38**		**N/A**
1	**I-5 Wilsonville Interchange**	Reconstruct interchange by lengthening ramps, adding left-turn lanes, eliminating a substandard vertical curve, installing ramp metering, coordinating the traffic signal system along Wilsonville Road, and widening Wilsonville Road east and west of the interchange.	**38**		**13**
4	**I-84@US 97 (Biggs)**	Reconstruct interchange at milepoint 109.	**37**		**N/A**
1	**I-5 to OR 99W Connector (Tualatin-Sherwood Highway Phase 1 Arterial Connection)**	Construct arterial connection from I-5 to OR 99W that protects through traffic movements and provides for future expansion to an expressway or freeway.	**36**		**19**
4	**US 97: Burgess Road-Drafter Road (Wickiup Junction)**	Realign highway and build grade-separated crossing from milepoint 163 to 166.	**36**		**N/A**
2	**OR 99W Newberg-Dundee Transportation Improvement Project**	Complete location and construction EISs and construct bypass (or other build alternative).	**36**		**N/A**
2	**I-5@OR 214 Interchange**	Make interchange improvements.	**36**		**N/A**
3	**Coker Butte Realignment**	Move Coker Butte Road to the north, realign Crater Lake Avenue, and add a signal at the intersection of Coker Butte and OR 62.	**36**		**N/A**

1	**OR 217 Improvements**	Widen northbound OR 217 to three lanes between OR 8 and US 26 and make ramp improvements.	**36**		**14**
2	**OR 22 Joseph Street to Stayton- Phase 2**	Widen highway, replace interchange, and repair or replace structures.	**35**		**N/A**
1	**SE Belmont (Morrison Bridge) Ramp Reconstruction**	Reconstruct to provide better access to the Central Eastside.	**35**		**23**
2	**I-5 Beltline Road Interchange**	Construct northbound flyover, signalize northbound ramp terminal, and acquire right-of-way and utilities between milepoints 195.1 and 195.7.	**34**		**N/A**
1	**SE 172nd Avenue Improvement**	Extend SE 172nd Avenue to OR 212 and signalize intersection; widen to four lanes from OR 212 to Sunnyside Road.	**34**		**15**
2	**US 20 Pioneer Mountain to Eddyville**	Rebuild road on new alignment from milepoint 14.5 to 24.75.	**34**		**N/A**
1	**Springwater Corridor Interchange**	Construct new interchange at US 26 to facilitate traffic movements on the Hogan Corridor and to provide access to industrial lands in the Springwater Corridor.	**33**		**N/A**
3	**Ross Lane, McAndrews Road to Rossanley Road**	Widen to three lanes.	**32**		**N/A**
1	**NE Sandy Boulevard Widening**	Widen to five lanes between NE 162nd to 238th Avenues.	**32**		**21**
2	**I-5 Kuebler to Illahee Crossing**	Widen freeway to six travel lanes with necessary improvements to interchanges and structures	**31**		**N/A**
4	**US 20/OR 126: Sisters Couplet**	Reroute highway from Cascade Street to Hood Street (eastbound) and Main Street (westbound)	**31**		**N/A**
1	**OR 217 Interchange Improvements (Braided Ramp Project)**	Improve ramps to interchanges on OR 217 between OR 10 and SW Allen Boulevard.	**30**		**21**
1	**I-5/North Macadam Access Improvements**	Construct new off-ramp from I-5 northbound to Macadam Avenue northbound.	**29**		**24**
4	**US 97 @ South End of Bend**	Eliminate signals on the Bend Parkway (US 97) and make improvements to Murphy Road at the Parkway.	**28**		**N/A**
2	**OR 126 - West Eugene Parkway**	Construct new highway alignment from railroad overcrossing west of Eugene to OR 99.	**27**		**N/A**

[1] Tier Three Not Ranked by FAC

NOTE: US 26 (Mt. Hood Hwy) Springwater Corridor Interchange (Hogan corridor Improvement - RTP 2052) does not appear in the FAC ranking [Metro ranked as No. 20].

COMMITTEE TITLE **JPACT**

DATE **April 8, 2004**

NAME	AFFILIATION
Rod Park	Metro Council
MATTHEW GARRETT	ODOT
NEIL MCFARLANE	TRI MET
Rod Monroe	Metro Council
Bill Kennemer	Clackamas Co
Dean Lookingbill	TTC (Alt. for Vancouver Mayor Pollard)
Larry Haverkamp	Mult. County City
KARL ROHDE	C3
Susie Lahsene	Port of Portland
Rex Burkholder	Metro Council
Kathy Busse	Washington County
LAUREL WENTWORTH	CITY OF PORTLAND
JIM BERNARD	city of Milwaukie
John Ball	Clackamas County
Ron Papsdorf	City of Gresham
Dave Nordberg	DEQ
Greg Miller	AGC
John Fratt	Port of Vancouver

COMMITTEE TITLE **JPACT**

DATE **April 8, 2004**

NAME	AFFILIATION
EDWARD L. BARNES	WSDOT Commissioner
ALICE ROMER	CITY OF MILWAUKIE
John Wiebke	City of Hillsboro
ROBIN McKNIGHT	PARSONS BRINCKERHOFF
DAVID CARVER	PARSONS BRINCKERHOFF
Dale Harnies	WSDOT
THAYER RODABAUGH	City of Vancouver
Jed Seybold	Metro
MARK TURPEL	METRO
RANDY TUCKER	METRO
Tom MARKGRAF	Congressman Blumenauer
Robin McKinney	ODOT
Phil Selinger	TRI MET
OLIVIA CLARK	"
Lynn Peterson	Lake Oswego
Karen Schilling	Multnomah County
	metro