

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE REGIONAL)
TRANSPORTATION PLAN TO INCLUDE THE TWO) Ordinance No. 03-1007A |
PHASES OF THE SOUTH CORRIDOR STUDY)
CONSISTING OF THE I-205 LIGHT RAIL TRANSIT)
(LRT) PROJECT FROM GATEWAY TO CLACKAMAS) Introduced by Councilor Newman
REGIONAL CENTER WITH PORTLAND TRANSIT)
MALL LRT, EXPANSION OF LRT FROM DOWNTOWN)
PORTLAND TO MILWAUKIE AND DELETION OF)
PLANS TO EXTEND LRT FROM MILWAUKIE TO)
CLACKAMAS REGIONAL CENTER)

WHEREAS, extensive analysis was completed in the form of the South Corridor Supplemental Draft Environmental Impact Statement ("SDEIS"), published on December 20, 2002, which evaluated a no-build alternative, a Bus Rapid Transit Alternative, a Busway Alternative, a Milwaukie Light Rail Alternative, an I-205 Light Rail Alternative and a Combined Light Rail Alternative along with various design options; and

WHEREAS, the public was invited to comment on the SDEIS during the public comment period from December 20, 2002 through February 7, 2003, and comments received during the comment period, including at two public hearings, are documented in the South Corridor Project Public Comment Report (February 2003); and

WHEREAS, the South Corridor Policy Committee reviewed the SDEIS, considered the public comments and adopted a recommendation to amend the South/North LPS through a two-phased major transit investment strategy for the South Corridor, with the I-205 Light Rail Project as the Locally Preferred Alternative ("LPA") for Phase 1, including light rail transit on the Portland Transit Mall, and Phase 2, composed of extension of light rail transit (LRT) from downtown Portland to Milwaukie; and

WHEREAS, the local governments in the South Corridor have reviewed the Policy Committee's recommendations for a two-phased approach, including the I-205 LRT project, and the TriMet Board, ODOT, and the local governments each adopted a resolution supporting these recommendations; and

WHEREAS, Federal Transit Administration ("FTA") regulations require that the Locally Preferred Alternative be included in the Financially Constrained Regional Transportation Plan ("RTP") and the Metropolitan Transportation Improvement Plan ("MTIP") in order to be advanced to preliminary engineering; and

WHEREAS, the Metro Council adopted Resolution No. 03-3290, endorsing a multi-year commitment of MTIP funds that includes the I-205 LRT project; and

WHEREAS, the existing 2000 RTP designates the segment along I-205 from Gateway to Clackamas Regional Center as Rapid Bus; and

WHEREAS, the Metro Council adopted Resolution No. 03-3303, amending the Locally Preferred Strategy to include the Phase 1 I-205 LRT Project from Gateway to Clackamas Regional Center, including LRT along the Portland Transit Mall, and a Phase 2 extending LRT from downtown Portland to Milwaukie as the Locally Preferred Alternative and directed staff to prepare an amendment to the 2000 Regional Transportation Plan to include the I-205 LRT project; now, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The text of the 2000 Regional Transportation Plan ("RTP") is amended as indicated in Exhibit A, attached and incorporated into this ordinance, to include the Locally Preferred Alternative, adopted by the Council in Resolution No. 03-3303, in the Financially Constrained RTP.
2. The following maps of the RTP are amended as described here and as indicated in Exhibit B, attached and incorporated into this ordinance, to include the Locally Preferred Alternative in the Financially Constrained RTP:
 - a. Amend Figure 1.16, Regional Public Transportation System map, to replace the 'Rapid Bus' designation from Gateway to Clackamas Regional Center with a 'Planned Light Rail' designation; to replace 'Proposed Light Rail' to 'Planned Light Rail' on the downtown Portland to Milwaukie corridor; to extend the

Planned Light Rail in the downtown Portland transit mall to Lincoln Street in the Central City inset; and to remove the "Proposed Light Rail" from Milwaukie to Clackamas Regional Center.

- b. Amend Figure 5.2, Regional Transit Service Strategy map, to replace the "Rapid Bus" designation from Gateway to Clackamas Regional Center with a "Light Rail Transit" designation; to delete the "Light Rail Transit" designation from Milwaukie to Clackamas Regional Center; and to extend "Light Rail Transit" to Lincoln Street along the downtown Portland Transit Mall on the Central City inset on the following page.
- c. Amend Figure 5.9, Portland Central City Transportation Projects map, to add project number 1001 as a financially constrained project; to show "Light Rail Transit" on the downtown transit mall on the Portland Central City inset; and to add a number 1001 as a financially constrained project.
- d. Amend Figure 5.10, East Multnomah County Transportation Projects map, to add project number 1001 as a transit improvement along I-205 from Gateway to Clackamas Regional Center and as a financially constrained project; and to revise the Gateway inset to include project number 1001 along I-205 from Gateway south.
- e. Amend Figure 5.12, Urban Clackamas County Transportation Projects map, to add project number 1001 as a transit improvement along I-205 from Gateway to Clackamas Regional Center and as a financially constrained project; to delete the blue transit line from Milwaukie to Clackamas Regional Center; to delete the blue transit line south of Clackamas Regional Center including project number 5129; to delete project number 1001 just east of Highway 224; and to add project number 1001 to I-205 transit north of Clackamas Regional Center to the Clackamas Regional Center inset.

3. The Council adopts the Findings of Fact and Conclusions of Law in Exhibit C to explain how these amendments comply with the policies of the Regional Framework Plan, the RTP, the statewide planning goals and other applicable legal requirements.

ADOPTED by the Metro Council this 19th day of June, 2003.

David Bragdon, Council President

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A to Ordinance No. 03-1007

Proposed South Corridor RTP Text Changes

Ordinance 03-1007 proposes amendment of the Regional Transportation Plan so that a general alignment for planned light rail transit is shown from Gateway to Clackamas Regional Center, including LRT improvements to the Portland Transit Mall as a first phase. The second phase includes extension of light rail transit from downtown Portland to Milwaukie. In addition, it includes deletion of proposed light rail between Milwaukie and Clackamas Regional Center. More specifically, it includes the following:

1. Chapter 5, page 5-8 , Subarea 2: Portland Central City and Neighborhoods, second paragraph, revise second sentence to state: “Transit service in this subarea is mostly limited to regional bus service and light rail, extending north to the Portland Metropolitan Exposition (Expo) Center, and south from Gateway to Clackamas Regional Center along I-205, including Portland Transit Mall LRT improvements and south from the Portland Transit Mall to the Milwaukie regional town center. ~~from the Rose Quarter transit center, and then Extension of high capacity transit north potentially to Clark County, Washington may also be considered.~~”
2. Chapter 5, page 5-9, Subarea 3: East Multnomah County - revise to read: “Transit service in the East Multnomah County subarea included regional bus service and light rail. Extension of light rail transit from Gateway regional center to Clackamas regional center, including Portland Transit Mall LRT is included in the financially constrained system. Transit coverage in this subarea did not vary from the priority system, although both bus and light rail service are less frequent and there are fewer capital improvements to increase bus speed and reliability.”
3. Chapter 5, page 5-10, Subarea 5: Urban Clackamas County - revise third sentence as follows: “Key improvements like adding capacity to I-205, Highway 224, the Sunrise Corridor and high capacity transit to Clackamas and Oregon City regional centers are not retained in the financially constrained system. ~~Transit service in this subarea include regional bus service and light rail, from the Rose Quarter transit center to the Milwaukie town center. A Light rail extensions from Gateway to the Clackamas regional center along I-205, including Portland Transit Mall LRT and from Milwaukie to the Portland Transit Mall Oregon City and Clackamas regional centers is not are included in the financially constrained system.~~”
4. Amend Chapter 5, pages 5-43, 5-51 and 5-61 under Light Rail Expansion to read: “Extend light rail service from the Rose Quarter transit center north to the Portland Metropolitan Exposition Center, and south along I-205 from Gateway to Clackamas regional center, including Portland Transit Mall improvements and south from the Portland Transit Mall to Milwaukie. ~~then p~~ Potentially high capacity transit could be extended to Vancouver, Washington. ~~Provide interim bus service along McLoughlin Boulevard and Highway 224 from Clackamas regional center to the Portland central city until light rail service can be provided in this corridor.”~~
5. Specific Corridor Studies 6.7.6, (page 6-36) Amend the McLoughlin-Highway 224 section to read: “The recently completed South/North light rail Corridor study demonstrated the desirability and feasibility of both a long term need for high capacity transit service in this corridor, and a short term opposition to construction of light rail: light rail service to Clackamas Regional Center along I-205 from Gateway regional center, including improvements along the Portland Transit Mall as a first phase and between Milwaukie town center and downtown Portland as a second phase. ~~However, the long term transit need is still critical, as demonstrated in the RTP~~

analysis where both highway and high capacity transit service were needed over the 20-year plan period to keep pace with expected growth in this part of the region. Therefore, the recommendations for this corridor study assume a short term rapid bus, or equivalent, transit service in the corridor, and light rail service is retained in the long term as a placeholder. Transportation solutions in this corridor should address the following design considerations:

Provide improved transit access to Milwaukie town center and between Gateway and Clackamas regional center,"s, including rapid bus in the short term, and light rail service from Clackamas regional center to Central City in the long term"

6. Amend the 2000 Regional Transportation Plan Appendix as shown below:

Summary of Proposed RTP Map Amendments

(This document will be replaced with draft maps of proposed changes now in process of being produced)

1. Amend Figure 1.16, Regional Public Transportation System map as follows:
 - a. replace the "Rapid Bus" designation from Gateway regional center to Clackamas Regional Center with a "Planned Light Rail" designation
 - b. replace "Proposed Light Rail" to "Planned Light Rail" on the downtown Portland to Milwaukie corridor
 - c. extend the Planned Light Rail in the downtown Portland transit mall to Lincoln in the Central City inset
 - d. remove the "Proposed Light Rail" from Milwaukie town center to Clackamas Regional Center.

2. Amend Figure 5.2, Regional Transit Service Strategy, as follows:
 - a. replace the "Rapid Bus" designation from Gateway regional center to Clackamas Regional Center with a "Light Rail Transit" designation.
 - b. delete "Light Rail Transit" designation from Milwaukie town center to Clackamas Regional Center.
 - c. extend "Light Rail Transit" to Lincoln Street along the downtown Portland Transit Mall in the Central City inset.

3. Amend Figure 5.9, 2020 Priority System, Portland Central City Transportation Projects, as follows:
 - a. add RTP project number 1001 as a financially constrained project as a transit improvement along I-205 from Gateway regional center to Clackamas Regional Center.
 - b. revise Portland Central City insert, revise figure to show LRT on downtown transit mall and add RTP project number 1001 as financially constrained project.

4. Amend Figure 5.10, 2020 Priority System, East Multnomah County Transportation Projects, as follows:
 - a. add RTP project number 1001 as a financially constrained project as a transit improvement along I-205 from Gateway regional center to Clackamas Regional Center
 - b. revise Gateway inset to include RTP project number 1001 along I-205 from Gateway regional center to Clackamas regional center

5. Amend Figure 5.12. 2020 Priority System, Urban Clackamas County Transportation System, as follows:
- a. Add RTP project number 1001 as a financially constrained project as a transit improvement along I-205 from Gateway regional center to Clackamas Regional Center
 - b. remove blue transit line from Milwaukie to Clackamas Regional Center,
 - c. delete blue transit south of Clackamas Regional Center, including RTP project number 5129
 - d. delete RTP project number present 1001 just east of 224 Highway number.
 - e. add RTP project number 1001 to I-205 at the north end of Clackamas Regional Center to Clackamas Regional Center inset.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 03-1007A, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO INCLUDE THE TWO PHASES OF THE SOUTH CORRIDOR STUDY CONSISTING OF THE I-205 LIGHT RAIL TRANSIT PROJECT FROM GATEWAY TO CLACKAMAS REGIONAL CENTER WITH PORTLAND TRANSIT MALL LRT, EXPANSION OF LIGHT RAIL FROM DOWNTOWN PORTLAND TO MILWAUKIE AND DELETION OF PLANS TO EXTEND LIGHT RAIL FROM MILWAUKIE TO CLACKAMAS REGIONAL CENTER

Date: April 30, 2003

Prepared by: Mark Turpel
Sharon Kelly
Ross Roberts

BACKGROUND

On April 17, 2003, the Metro Council adopted resolution 03-3303, approving an amendment to the South/North Corridor project Locally Preferred Strategy to include a two phased approach, as follows:

- Phase 1 as the I-205 Light Rail Project (LRT), extending LRT from Gateway regional center to Clackamas regional center and including LRT on the Portland Transit Mall, as well as the following transit improvements in Milwaukie; 1) construction of a Southgate park-and-ride lot scheduled to begin construction in Fall 2003, 2) relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues, and 3) between Milwaukie and Oregon City, implement select Bus Rapid Transit and park-and-ride improvements pending evaluation in TriMet's *Transit Investment Plan* process.
- Phase 2 as the Milwaukie Light Rail Project, including extension of LRT from the Portland Transit Mall to Milwaukie, which will be advanced following completion of the I-205 Final Environmental Impact Statement, adoption of a finance plan for the project and the resolution of issues related to the Willamette River crossing.

Resolution 03-3303 also directed "...Metro staff to prepare an amendment to the Regional Transportation Plan (RTP) to include the I-205 LRT Project in conjunction with the LUFO amendment." Ordinance 03-1007 addresses the Regional Transportation Plan amendment along with changes related to the adoption of the two-phased Locally Preferred Strategy. In addition, it amends the current RTP to delete the designation of "proposed light rail" between Milwaukie town center and Clackamas regional center. When additional details concerning the best station area configurations and Portland Transit Mall design and connection south to the Phase 2 design to Milwaukie, a resolution for considering a Land Use Final Order (LUFO) will be prepared for Metro Council consideration.

The South Corridor LRT transportation changes also need to be considered for their regional land use plan implications. Currently, the Regional Framework Plan, which includes the 2040 Growth Concept Map, designates a corridor along I-205 between the Gateway Regional Center and the Clackamas Regional Center as a "Potential High Capacity Transit" facility. This same designation, "Potential High Capacity Transit" is also designated from downtown Portland to Milwaukie and from Milwaukie to Clackamas regional center. The Gateway to Clackamas segment and the downtown Portland to Milwaukie segment are consistent with the recently amended Locally Preferred Strategy. However, the map does not currently designate any station communities or other 2040 design types along I-205 from Gateway to Clackamas regional center that might be expected to be located at LRT stops. In the future

there will be a need to consider LRT stations and their land use implications along this segment between Gateway and Clackamas regional centers. In addition, the current 2040 Growth Concept Map includes an LRT designation from Milwaukie to Clackamas regional center. However, any 2040 Growth Concept Map change or RFP amendment is proposed to be postponed until additional information is prepared as part of the final environmental impact statement and preliminary engineering in order to better understand the specific nature of the proposed transportation improvements and more is known about the proposed station community boundaries. Metro is planning a Regional Framework Plan update soon, including possible 2040 Growth Concept Map amendments, and it is proposed to batch all draft changes together in order to better understand the overall land use affects of the various changes. Station community additions, deletion of the high capacity transit from Milwaukie to Clackamas regional center and other changes to the 2040 Growth Concept map and Regional Framework Plan would be considered at this time.

The specific nature of the proposed RTP amendments concern urban Clackamas and Multnomah counties and select cities within these counties, including Milwaukie and Portland. Currently, the 2000 RTP has a "Rapid Bus" designation along I-205 from Gateway Regional Center south to the Clackamas Regional Center and beyond. Approval of this ordinance would change this designation from Rapid Bus to Planned Light Rail and make other text related changes to ensure consistency with this change as specified in draft Ordinance No. 03-1007. In addition, RTP amendments showing LRT on the downtown Portland Transit Mall LRT, consistent with Phase 1 of the South Corridor project, are also proposed. Further, the LRT corridor designation from downtown Portland to Milwaukie would be changed from "proposed light rail" to "planned light rail". Finally, the planned light rail extension from Milwaukie town center to Clackamas regional center would be deleted.

While the proposed RTP amendments are significant, there is a very substantial base of information that has been produced and extensive public involvement that has occurred to consider various alternatives, including a no build alternative. The evaluation included assessment of the environmental impacts, benefits, costs, and financing associated with the proposed project alternatives. The bulk of this information can be found in the South Corridor Supplemental Draft Environmental Impact Statement (SDEIS), which was prepared in compliance with the National Environmental Policy Act (NEPA). Seven state and local jurisdictions participated with Metro in the preparation and review of the SDEIS, including the cities of Milwaukie, Oregon City and Portland as well as Clackamas and Multnomah counties and TriMet and ODOT. Each jurisdiction approved a resolution in support of this project. The SDEIS was completed consistent with Federal agencies including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) which were Federal co-lead agencies for the project, with the U.S. Army Corps of Engineers (Corps) acting as a cooperating federal agency. The South Corridor SDEIS supplements the South/North Corridor Project Draft Environmental Impact Statement that was published in February, 1998. A detailed description of the analyses and extensive public outreach may be found in the SDEIS and staff report prepared for Resolution 03-3303.

ANALYSIS/INFORMATION

1. Known Opposition

Over 300 public comments were received during the SDEIS public comment period between December 20, 2002 and February 7, 2003. These comments are compiled in the South Corridor Project Public Comment Report (Metro, February 2003). The comment report was made available to the public, the South Corridor Project Steering Committee, the local jurisdictions within the South Corridor and to the Metro Council.

Generally comments demonstrated a mix of support for I-205 Light Rail. Few comments were received in support of the Bus Rapid Transit or Busway alternatives. Those who opposed light rail preferred subway, increased Bus Rapid Transit or Highway solutions. Some concerns were raised about noise and vibration, safety and security, and traffic related impacts by the Lents community. Opposition to a bus transfer facility at the Waldorf School was received.

2. Legal Antecedents

There are a wide variety of Federal, State, Regional and Local regulations that apply to this project. The South Corridor Project Supplemental Draft Environmental Impact Statement (Metro, December 2002) addresses many of these regulations. The local jurisdictions will address their local land use regulations through the land use permitting process that will occur during the Final Design and Construction phases of the project.

Previous related Metro Council Resolutions include:

- In July 1998 the Metro Council adopted Resolution No. 98-2764 for the purpose of adopting the Locally Preferred Strategy for the South/North Light Rail Project.
- In July 1998 the Metro Council adopted Resolution No. 98-2673 for the purpose of adopting the Land Use Final Order establishing the light rail route, station, lots and maintenance facilities and the related highway improvements, including their locations, for the South/North Light Rail Project.
- In June 1999 the Metro Council adopted Resolution No. 99-2806A for the purpose of amending the Locally Preferred Strategy for the South/North Light Rail Project to define the Interstate MAX Project as the first construction segment and to amend the FY 2000 Unified Work Program.
- In June 1999 the Metro Council adopted Resolution No 99-2795A for the purpose of amending the FY '00 Unified Work Program to add the South Corridor Transportation Alternatives Study and amending the Transportation Improvement Program (TIP) to authorize FY '99 Surface Transportation (STF) Funds.
- In October 1999 the Metro Council adopted Resolution No. 99-2853A for the purpose of adopting a Land Use Final Order amending the light rail route, light rail stations and park-and-ride lots, including their locations, for that portion of the South/North Project extending from the Steel Bridge to the Exposition Center.
- In March, 2003, the Metro Council adopted Resolution No. 03-3290, endorsing the Metropolitan Transportation Improvement Program for a Regional Funding Plan that included the I-205 LRT project between Gateway and Clackamas regional centers.
- In April, 2003, the Metro Council adopted Resolution No. 03-3303, amending the Locally Preferred Strategy for the South/North Corridor Project with the I-205 Light Rail Project as the Phase 1 Locally Preferred Alternative.

3. Anticipated Effects

Amendment of the 2000 RTP will provide for further assessment of the project by allowing for preparation of a final environmental impact statement and preliminary engineering. With Metro's adoption of the amendment to the Locally Preferred Strategy, local lead agency responsibility transfers from Metro to TriMet. TriMet will work with Metro, the Federal Transit Administration, the Federal Highway Administration and the local jurisdictions to complete Preliminary Engineering and the Final Environmental Impact Statement, complete the details of the finance plan, complete Final Design and initiate construction of the project. Metro staff will prepare an amendment to the SDEIS for light rail improvements related to the Mall Alignment 5th and 6th Avenues in downtown Portland. The project could initiate construction as early as 2005.

4. Budget Impacts

There are no direct budget impacts from this proposed change to the 2000 RTP. However, there are related budget impacts that include preparation of further analyses. Metro staff will continue to work with TriMet, FTA, FHWA and the local jurisdictions on the project through completion of the Final Environmental Impact Statement. Metro staff costs will continue to be funded through the project budget that has federal and local sources. Capital funding of the project will be through various local and federal sources and will be managed by TriMet.

RECOMMENDED ACTION

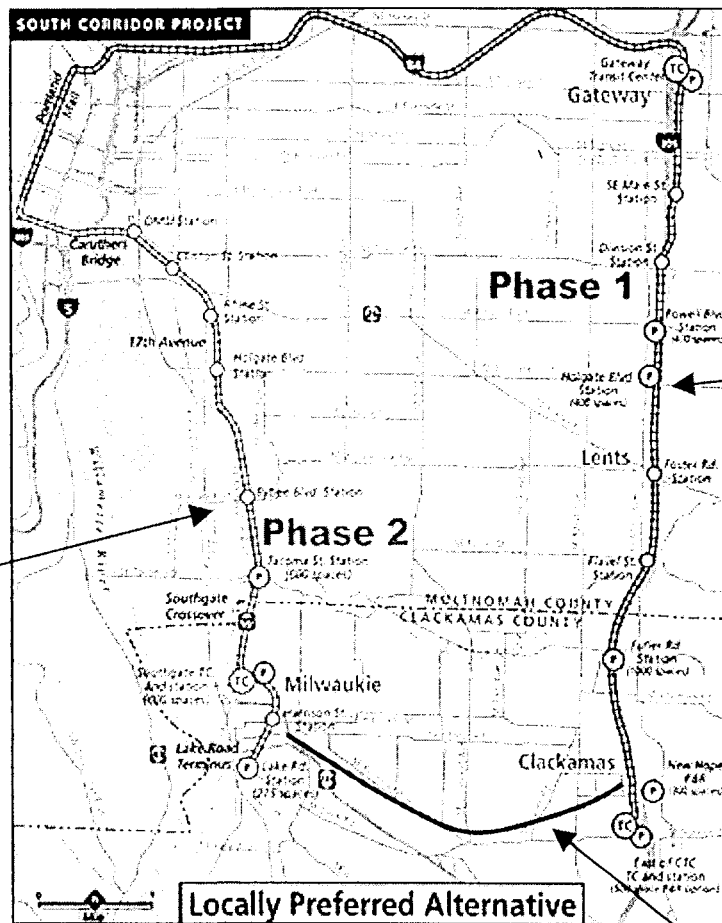
Staff recommend that the Metro Council adopt Ordinance No. 03-1007A amending the 2000 Regional Transportation Plan to designate a corridor along I-205 from the Gateway Regional Center to the Clackamas Regional Center for Light Rail Transit, including a plan for LRT along the Portland Transit Mall, redesignation of proposed light rail to planned light rail for an alignment from downtown Portland to Milwaukie and deletion of a proposed light rail from Milwaukie to the Clackamas regional center.

Proposed Amendment of Metro Regional Transportation Plan

April 30, 2003

In response to the April 17, 2003 Metro Council adoption of the Supplementary Draft Environmental Impact Statement for the South Corridor, the Metro Council is considering amendment of the Regional Transportation Plan. This amendment is comprised of two phases. Phase 1 includes a corridor along I-205 from Gateway regional center to the Clackamas regional center for Light Rail Transit as well as adding Light Rail along the Transit Mall in downtown Portland. Phase 2 is extension of light rail from the southern end of downtown Portland Transit Mall south to the Lake Road Terminus.

Proposed addition and realignment of Light Rail in downtown Portland Transit Mall, extension to Lincoln, and re-designation of "Proposed Light Rail" to "Planned Light Rail" from Portland Central City to Lake Road Terminus south of Milwaukie



Proposed Change from "Rapid Bus" to "Planned Light Rail" for Segment along I-205 From Gateway to Clackamas Regional Center

Proposed Deletion of "Proposed Light Rail" from Milwaukie Town Center to Clackamas Regional Center

BEFORE THE METRO COUNCIL

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WHEREAS, extensive analysis was completed in the form of the South Corridor Supplemental Draft Environmental Impact Statement ("SDEIS"), published on December 20, 2002, which evaluated a no-build alternative, a Bus Rapid Transit Alternative, a Busway Alternative, a Milwaukie Light Rail Alternative, an I-205 Light Rail Alternative and a Combined Light Rail Alternative along with various design options; and

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Recording Secretary

Daniel B. Cooper, Metro Attorney

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5. Specific Corridor Studies 6.7.6, (page 6-36) Amend the McLoughlin-Highway 224 section to read: “The recently completed South/North light rail Corridor study demonstrated the desirability and feasibility of both a long term need for high capacity transit service in this corridor, and a short term opposition to construction of light rail, light rail service to Clackamas Regional Center along I-205 from Gateway regional center, including improvements along the Portland Transit Mall as a first phase and between Milwaukie town center and downtown Portland as a second phase. ~~However, the long term transit need is still critical, as demonstrated in the RTP~~”

~~analysis where both highway and high capacity transit service were needed over the 20 year plan period to keep pace with expected growth in this part of the region. Therefore, the recommendations for this corridor study assume a short term rapid bus, or equivalent, transit service in the corridor, and light rail service is retained in the long term as a placeholder. Transportation solutions in this corridor should address the following design considerations:~~

~~Provide improved transit access to Milwaukie town center and between Gateway and Clackamas regional center,"s, including rapid bus in the short term, and light rail service from Clackamas regional center to Central City in the long term"~~

6. Amend the 2000 Regional Transportation Plan Appendix as shown below:

**2000 Regional Transportation Plan
Appendix**

RTP Project List
(Proposed transit changes related to the South Corridor Project)

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Preferred System	RTP Strategic System	RTP Financially Constrained System	Est. Project Cost in 1998 dollars	RTP Program Years
1001	Region	Tri-Met	Light Rail Extension 4 3	Milwaukie Gateway RC to Clackamas FRC and Portland Transit Mall Extension	Construct LRT	X	X	<u>X</u>	\$ 250,000,000 \$ 349,000,000 (Gateway) \$151,000,000 (PDX)	2000-20
1003	Region	Tri-Met	Light Rail Extension 3 4	Rose Quarter Portland Transit Mall to Milwaukie TC	Construct LRT	X	X	<u>X</u>	\$750,000,000 \$514,000,000	2000-20

Summary of Proposed RTP Map Amendments

(This document will be replaced with draft maps of proposed changes now in process of being produced)

1. Amend Figure 1.16, Regional Public Transportation System map as follows:
 - a. replace the "Rapid Bus" designation from Gateway regional center to Clackamas Regional Center with a "Planned Light Rail" designation
 - b. replace "Proposed Light Rail" to "Planned Light Rail" on the downtown Portland to Milwaukie corridor
 - c. extend the Planned Light Rail in the downtown Portland transit mall to Lincoln in the Central City inset
 - d. remove the "Proposed Light Rail" from Milwaukie town center to Clackamas Regional Center.

2. Amend Figure 5.2, Regional Transit Service Strategy, as follows:
 - a. replace the "Rapid Bus" designation from Gateway regional center to Clackamas Regional Center with a "Light Rail Transit" designation.
 - b. delete "Light Rail Transit" designation from Milwaukie town center to Clackamas Regional Center.
 - c. extend "Light Rail Transit" to Lincoln Street along the downtown Portland Transit Mall in the Central City inset.

3. Amend Figure 5.9, 2020 Priority System, Portland Central City Transportation Projects, as follows:
 - a. add RTP project number 1001 as a financially constrained project as a transit improvement along I-205 from Gateway regional center to Clackamas Regional Center.
 - b. revise Portland Central City inset, revise figure to show LRT on downtown transit mall and add RTP project number 1001 as financially constrained project.

4. Amend Figure 5.10, 2020 Priority System, East Multnomah County Transportation Projects, as follows:
 - a. add RTP project number 1001 as a financially constrained project as a transit improvement along I-205 from Gateway regional center to Clackamas Regional Center
 - b. revise Gateway inset to include RTP project number 1001 along I-205 from Gateway regional center to Clackamas regional center

5. Amend Figure 5.12. 2020 Priority System, Urban Clackamas County Transportation System, as follows:
 - a. Add RTP project number 1001 as a financially constrained project as a transit improvement along I-205 from Gateway regional center to Clackamas Regional Center
 - b. remove blue transit line from Milwaukie to Clackamas Regional Center,
 - c. delete blue transit south of Clackamas Regional Center, including RTP project number 5129
 - d. delete RTP project number present 1001 just east of 224 Highway number.
 - e. add RTP project number 1001 to I-205 at the north end of Clackamas Regional Center to Clackamas Regional Center inset.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 03-1007, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO INCLUDE THE TWO PHASES OF THE SOUTH CORRIDOR STUDY CONSISTING OF THE I-205 LIGHT RAIL TRANSIT PROJECT FROM GATEWAY TO CLACKAMAS REGIONAL CENTER WITH PORTLAND TRANSIT MALL LRT, EXPANSION OF LIGHT RAIL FROM DOWNTOWN PORTLAND TO MILWAUKIE AND DELETION OF PLANS TO EXTEND LIGHT RAIL FROM MILWAUKIE TO CLACKAMAS REGIONAL CENTER

Date: April 30, 2003

Prepared by: Mark Turpel
Sharon Kelly
Ross Roberts

BACKGROUND

On April 17, 2003, the Metro Council adopted resolution 03-3303, approving an amendment to the South/North Corridor project Locally Preferred Strategy to include a two phased approach, as follows:

- Phase 1 as the I-205 Light Rail Project (LRT), extending LRT from Gateway regional center to Clackamas regional center and including LRT on the Portland Transit Mall, as well as the following transit improvements in Milwaukie; 1) construction of a Southgate park-and-ride lot scheduled to begin construction in Fall 2003, 2) relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues, and 3) between Milwaukie and Oregon City, implement select Bus Rapid Transit and park-and-ride improvements pending evaluation in TriMet's *Transit Investment Plan* process.
- Phase 2 as the Milwaukie Light Rail Project, including extension of LRT from the Portland Transit Mall to Milwaukie, which will be advanced following completion of the I-205 Final Environmental Impact Statement, adoption of a finance plan for the project and the resolution of issues related to the Willamette River crossing.

Resolution 03-3303 also directed "...Metro staff to prepare an amendment to the Regional Transportation Plan (RTP) to include the I-205 LRT Project in conjunction with the LUFO amendment." Ordinance 03-1007 addresses the Regional Transportation Plan amendment along with changes related to the adoption of the two-phased Locally Preferred Strategy. In addition, it amends the current RTP to delete the designation of "proposed light rail" between Milwaukie town center and Clackamas regional center. When additional details concerning the best station area configurations and Portland Transit Mall design and connection south to the Phase 2 design to Milwaukie, a resolution for considering a Land Use Final Order (LUFO) will be prepared for Metro Council consideration.

The South Corridor LRT transportation changes also need to be considered for their regional land use plan implications. Currently, the Regional Framework Plan, which includes the 2040 Growth Concept Map, designates a corridor along I-205 between the Gateway Regional Center and the Clackamas Regional Center as a "Potential High Capacity Transit" facility. This same designation, "Potential High Capacity Transit" is also designated from downtown Portland to Milwaukie and from Milwaukie to Clackamas regional center. The Gateway to Clackamas segment and the downtown Portland to Milwaukie segment are consistent with the recently amended Locally Preferred Strategy. However, the map does not currently designate any station communities or other 2040 design types along I-205 from Gateway to Clackamas regional center that might be expected to be located at LRT stops. In the future

there will be a need to consider LRT stations and their land use implications along this segment between Gateway and Clackamas regional centers. In addition, the current 2040 Growth Concept Map includes an LRT designation from Milwaukie to Clackamas regional center. However, any 2040 Growth Concept Map change or RFP amendment is proposed to be postponed until additional information is prepared as part of the final environmental impact statement and preliminary engineering in order to better understand the specific nature of the proposed transportation improvements and more is known about the proposed station community boundaries. Metro is planning a Regional Framework Plan update soon, including possible 2040 Growth Concept Map amendments, and it is proposed to batch all draft changes together in order to better understand the overall land use affects of the various changes. Station community additions, deletion of the high capacity transit from Milwaukie to Clackamas regional center and other changes to the 2040 Growth Concept map and Regional Framework Plan would be considered at this time.

The specific nature of the proposed RTP amendments concern urban Clackamas and Multnomah counties and select cities within these counties, including Milwaukie and Portland. Currently, the 2000 RTP has a "Rapid Bus" designation along I-205 from Gateway Regional Center south to the Clackamas Regional Center and beyond. Approval of this ordinance would change this designation from Rapid Bus to Planned Light Rail and make other text related changes to ensure consistency with this change as specified in draft Ordinance No. 03-1007. In addition, RTP amendments showing LRT on the downtown Portland Transit Mall LRT, consistent with Phase 1 of the South Corridor project, are also proposed. Further, the LRT corridor designation from downtown Portland to Milwaukie would be changed from "proposed light rail" to "planned light rail". Finally, the planned light rail extension from Milwaukie town center to Clackamas regional center would be deleted.

While the proposed RTP amendments are significant, there is a very substantial base of information that has been produced and extensive public involvement that has occurred to consider various alternatives, including a no build alternative. The evaluation included assessment of the environmental impacts, benefits, costs, and financing associated with the proposed project alternatives. The bulk of this information can be found in the South Corridor Supplemental Draft Environmental Impact Statement (SDEIS), which was prepared in compliance with the National Environmental Policy Act (NEPA). Seven state and local jurisdictions participated with Metro in the preparation and review of the SDEIS, including the cities of Milwaukie, Oregon City and Portland as well as Clackamas and Multnomah counties and TriMet and ODOT. Each jurisdiction approved a resolution in support of this project. The SDEIS was completed consistent with Federal agencies including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) which were Federal co-lead agencies for the project, with the U.S. Army Corps of Engineers (Corps) acting as a cooperating federal agency. The South Corridor SDEIS supplements the South/North Corridor Project Draft Environmental Impact Statement that was published in February, 1998. A detailed description of the analyses and extensive public outreach may be found in the SDEIS and staff report prepared for Resolution 03-3303.

ANALYSIS/INFORMATION

1. Known Opposition

Over 300 public comments were received during the SDEIS public comment period between December 20, 2002 and February 7, 2003. These comments are compiled in the South Corridor Project Public Comment Report (Metro, February 2003). The comment report was made available to the public, the South Corridor Project Steering Committee, the local jurisdictions within the South Corridor and to the Metro Council.

Generally comments demonstrated a mix of support for I-205 Light Rail. Few comments were received in support of the Bus Rapid Transit or Busway alternatives. Those who opposed light rail preferred subway, increased Bus Rapid Transit or Highway solutions. Some concerns were raised about noise and vibration, safety and security, and traffic related impacts by the Lents community. Opposition to a bus transfer facility at the Waldorf School was received.

2. Legal Antecedents

There are a wide variety of Federal, State, Regional and Local regulations that apply to this project. The South Corridor Project Supplemental Draft Environmental Impact Statement (Metro, December 2002) addresses many of these regulations. The local jurisdictions will address their local land use regulations through the land use permitting process that will occur during the Final Design and Construction phases of the project.

Previous related Metro Council Resolutions include:

- In July 1998 the Metro Council adopted Resolution No. 98-2764 for the purpose of adopting the Locally Preferred Strategy for the South/North Light Rail Project.
- In July 1998 the Metro Council adopted Resolution No. 98-2673 for the purpose of adopting the Land Use Final Order establishing the light rail route, station, lots and maintenance facilities and the related highway improvements, including their locations, for the South/North Light Rail Project.
- In June 1999 the Metro Council adopted Resolution No. 99-2806A for the purpose of amending the Locally Preferred Strategy for the South/North Light Rail Project to define the Interstate MAX Project as the first construction segment and to amend the FY 2000 Unified Work Program.
- In June 1999 the Metro Council adopted Resolution No 99-2795A for the purpose of amending the FY '00 Unified Work Program to add the South Corridor Transportation Alternatives Study and amending the Transportation Improvement Program (TIP) to authorize FY '99 Surface Transportation (STF) Funds.
- In October 1999 the Metro Council adopted Resolution No. 99-2853A for the purpose of adopting a Land Use Final Order amending the light rail route, light rail stations and park-and-ride lots, including their locations, for that portion of the South/North Project extending from the Steel Bridge to the Exposition Center.
- In March, 2003, the Metro Council adopted Resolution No. 03-3290, endorsing the Metropolitan Transportation Improvement Program for a Regional Funding Plan that included the I-205 LRT project between Gateway and Clackamas regional centers.
- In April, 2003, the Metro Council adopted Resolution No. 03-3303, amending the Locally Preferred Strategy for the South/North Corridor Project with the I-205 Light Rail Project as the Phase 1 Locally Preferred Alternative.

3. Anticipated Effects

Amendment of the 2000 RTP will provide for further assessment of the project by allowing for preparation of a final environmental impact statement and preliminary engineering. With Metro's adoption of the amendment to the Locally Preferred Strategy, local lead agency responsibility transfers from Metro to TriMet. TriMet will work with Metro, the Federal Transit Administration, the Federal Highway Administration and the local jurisdictions to complete Preliminary Engineering and the Final Environmental Impact Statement, complete the details of the finance plan, complete Final Design and initiate construction of the project. Metro staff will prepare an amendment to the SDEIS for light rail improvements related to the Mall Alignment 5th and 6th Avenues in downtown Portland. The project could initiate construction as early as 2005.

4. Budget Impacts

There are no direct budget impacts from this proposed change to the 2000 RTP. However, there are related budget impacts that include preparation of further analyses. Metro staff will continue to work with TriMet, FTA, FHWA and the local jurisdictions on the project through completion of the Final Environmental Impact Statement. Metro staff costs will continue to be funded through the project budget that has federal and local sources. Capital funding of the project will be through various local and federal sources and will be managed by TriMet.

RECOMMENDED ACTION

Staff recommend that the Metro Council adopt Ordinance No. 03-1007 amending the 2000 Regional Transportation Plan to designate a corridor along I-205 from the Gateway Regional Center to the Clackamas Regional Center for Light Rail Transit, including a plan for LRT along the Portland Transit Mall, redesignation of proposed light rail to planned light rail for an alignment from downtown Portland to Milwaukie and deletion of a proposed light rail from Milwaukie to the Clackamas regional center.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 03-3321
SUNRISE CORRIDOR UNIT 1 WORK)
PROGRAM TO ADDRESS CONDITIONS) Introduced by Rod Park
IDENTIFIED IN RESOLUTION NO. 01-3098A.

WHEREAS, on September 20, 2001, the Metro Council approved Resolution No. 01-3098A (For the purpose of amending the Metropolitan Transportation Improvement Program to allocate FY 2004-05 Congestion Mitigation/Air Quality (CMAQ) and Surface Transportation Program (STP) funds), with conditions of approval, amending the Metropolitan Transportation Improvement Program (MTIP) to allocate \$2 million of STP funds for concept planning for the Damascus area and to complete the Draft Environmental Impact Statement for the Sunrise Corridor – Unit 1; and

WHEREAS, the first condition of Resolution No. 01-3098A directs a portion of this funding toward the Supplemental Draft Environmental Impact Statement (SDEIS)/Final Environmental Impact Statement (FEIS)/Preliminary Engineering (PE) for the Sunrise Corridor segment extending from I-205 to the Rock Creek Junction (Unit 1), with all other costs needed to complete the SDEIS/FEIS/PE to be provided by the Oregon Department of Transportation (ODOT) and Clackamas County; and

WHEREAS, a second condition of Resolution No. 01-3098A directs a portion of this funding for the preparation of a Damascus area concept plan upon completion of Metro's periodic review decision for the urban growth boundary and for completion of exceptions findings needed for the portion of the Sunrise Corridor extending from Rock Creek to US 26 with supplemental funds provided by Clackamas County; and

WHEREAS, a third condition of Resolution No. 01-3098A, requires the approval of the work program and budget by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to carry out these activities; and

WHEREAS, on December 12, 2002, the Metro Council approved Ordinance No. 02-969B (For the purpose of amending the Metro urban growth boundary, the Regional Framework Plan and the Metro Code in order to increase the capacity of the boundary to accommodate population growth to the year 2022), amending Metro's urban growth boundary in the Damascus area and completing Metro's decision on the urban growth boundary; in addition, this urban growth boundary amendment included the requirement to develop a concept plan and recommend further territory to add to the urban growth boundary in the future; and

WHEREAS, on April 10, 2003, the Metro Council approved Resolution No. 03-3306 (For the purpose of approving the Damascus/Boring Concept Plan Work Program); now therefore,

BE IT RESOLVED:

1. The Sunrise Corridor Unit 1 work program and budget shown in Exhibit A of the Resolution is approved.
2. The Metro Metropolitan Transportation Improvement Program is amended to program \$600,000 of FY 03 STP funds accordingly.
3. The State Transportation Improvement Program is amended to program \$_____ in FY 03 funds accordingly.

ADOPTED by the Metro Council this _____ day of _____, 2003

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



**SUNRISE CORRIDOR I-205 TO 172ND EIS PROJECT
WORK PROGRAM**

Purpose of Work Program

This work program is designed to complete a Supplemental Draft Environmental Impact Statement (SDEIS) and Final Environmental Impact Statement (FEIS) and start preliminary engineering (PE) needed for Unit 1 of the Sunrise Corridor (I-205 to Rock Creek Junction).

A Draft EIS was prepared for the Sunrise Corridor in 1993. In 1996 the Clackamas County Board of Commissioners approved the preferred alternative, which consists of the central alignment within the Lawnfield/Mather Road area and the southern alignment around Damascus. However, a Supplemental DEIS is needed to update the design and environmental information, consider whether alternatives to the Sunrise Corridor should be considered and determine the construction phasing of Unit 1.

While this work is underway, Metro and Clackamas County will complete the land use planning elements for Unit 2, including the Damascus/Boring Concept Plan and the Sunrise Corridor exception findings. The Concept Plan will determine if there are alternatives to Unit 2 of the proposed Sunrise Corridor highway that would better meet the needs of the area while serving statewide travel. Any further DEIS requirements that may be needed for any projects recommended through the Concept Plan will be undertaken at a future date.

Clackamas County will be the local lead agency in preparation of the SDEIS/Final EIS, and will manage the project development process. ODOT will provide oversight to meet FHWA requirements and Metro will provide technical support. The Corps of Engineers will be requested to be a cooperating agency.

Project Tasks

Following is a summary of major tasks and costs for the completion of each task.

Task 0 Project Management and Coordination

The Project Manager and Steering Committee will manage and coordinate the development of the project. These tasks include the oversight of schedules and budgets, and the establishment of the lines of communication between the County, interested agencies, and the Consultant. Coordination will be achieved through a Steering Committee made up of staff from the County, Metro, ODOT, FHWA, affected resource agencies and the consultant. The Steering Committee will oversee both the project schedule and work performed, and will also coordinate the public involvement program.

Also, a Policy Review Committee will be formed to discuss and make policy recommendations on the project. This committee will consist of elected officials or senior managers from Clackamas County, ODOT, Metro, FHWA, and affected resource agencies. The Steering Committee and the Project Advisory Committee will review the technical information and make recommendations to the Policy Review Committee for their review and local decision. The project manager will be the staff representative for the Policy Review Committee, coordinating this committee activity with the other two committees. It is expected that this committee will meet quarterly or at major project milestones.

Task 0 Summary	
Clackamas County	\$21,740
Metro	\$6,000
ODOT	\$15,000
Consultant	\$27,000
Task 0 Total	\$69,740

Task 1

Establish a Public Involvement / Agency Coordination Program

A public involvement program for the project will solicit comments and concerns about the project. The Steering Team will address those concerns. In the process the public and private stakeholders will become informed about the project alternatives and their issues and concerns will be heard. The objective of this task is to build consensus to ensure that the locally preferred alternative effectively meets the transportation needs and expectations of local agencies, private stakeholders, regulatory agencies and the public.

A Project Advisory Committee (PAC) will be set up to advise the project staff on concerns and issues of the community and to assist in the development of alternatives. This committee will include interested citizens and representatives from ODOT, Metro, Community Planning Organization (CPO) and business groups. The County will coordinate with other jurisdictions and agencies through the existing Clackamas County Transportation Coordinating Committee (CCTCC).

Because it has been some time since the original DEIS was issued for the project, a new Notice of Intent will be drafted and sent to FHWA for publication in the Federal Register.

Task 1 Summary	
Clackamas County	\$50,560
Metro	\$9,000
ODOT	\$22,500
Consultant	\$144,000
Task 1 Total	\$226,060

Task 1a

Hold Stakeholders Interview

As one of the first Public involvement tasks, hold stakeholder interviews to discuss the project purpose and need, concerns and potential alternatives. Stakeholders would include but not be limited to adjacent property owners, businesses (including freight/distribution), Community Planning Organizations (CPO), regulatory agencies, conservancy groups and services providers.

Task 1a Summary	
Clackamas County	\$4,195
Metro	\$600
ODOT	\$10,000
Consultant	\$14,400
Task 1 Total	\$29,195

Task 2

Reaffirm the project's purpose and need statement and review existing corridor conditions

The Purpose and Need for the project will be re-affirmed by interested stakeholders and additional goals and objectives added if necessary. The result will be used to provide

direction for all remaining tasks. The Purpose and Need statement will be submitted to CETAS for Major Transportation Project Agreement concurrence on Purpose and Need.

The existing conditions within the corridor will be assessed to include operational and physical transportation deficiencies, environmental and community concerns and design standards. A Re-evaluation will be prepared and submitted to FHWA with a recommendation on the appropriate NEPA documentation and study updates required to update the NEPA process.

Task 2 Summary	
Clackamas County	\$43,720
Metro	\$18,000
ODOT	\$18,300
Consultant	\$45,000
Task 2 Total	\$125,020

Task 3

CETAS Major Transportation Project Agreement Review

The project will be submitted to CETAS for MTPA concurrence on the following Concurrence Points: Purpose and Need, Range of Alternatives, Criteria for Selection, and Preferred Alternative. The Project Manager will discuss the relationship of the project with the planning process and region 2040, and discuss environmental concerns and issues with the CETAS Technical Team.

Task 3 Summary	
Clackamas County	\$20,360
Metro	\$900
ODOT	20,000
Consultant	\$20,000
Task 3 Total	\$61,260

Task 4

Update the transportation analysis to revise the 20-year traffic forecasts

This task will update the transportation analysis, determine the feasibility of the alternative(s) and determine if any additional improvements and programs are needed to provide for a 20-year project life. This assessment will consider state, regional and local plans, the needs of the transportation disadvantaged, access for emergency services and the need for movement of goods and services to support industrial and commercial development.

Task 4 Summary	
Clackamas County	\$27,920
Metro	\$52,500
ODOT	\$27,000
Consultant	\$39,600
Task 4 Total	\$147,020

Task 5

Evaluate potential alternatives and determine the feasibility of the alternatives to include a review of the current preferred build alternative.

Develop and evaluate alternatives that meet the purpose and need statement and determine the feasibility of the alternatives. Review the "build" transportation alternatives from the previously published Draft EIS; and update/revise the build alternatives. The

build alternatives will be re-evaluated in the Supplemental DEIS. A no build alternative will be carried forward and evaluated.

Task 5 Summary	
Clackamas County	\$47,640
Metro	\$15,000
ODOT	\$135,000
Consultant	\$150,000
Task 5 Total	\$347,640

Task 6

Preliminary Engineering

Evaluate changes needed to the locally preferred alternative(s) required due to changes in traffic forecasts, environmental conditions and land use considerations. Prepare preliminary level engineering drawings for each of the conceptual alternatives. Finalize the geometrics for the alternatives, determine their features and limits, and identify impacts on surrounding properties and facilities. The products prepared in this task and in the engineering studies are intended to provide the information, documentation, and drawings necessary to prepare the Engineering Report and to provide input for the SDEIS.

Task 6 Summary	
Clackamas County	\$23,740
Metro	\$3,000
ODOT	\$270,000
Consultant	\$45,000
Task 6 Total	\$341,740

Task 7

Review and update environmental issues, mitigation measures and concerns, update technical/background reports and prepare a biological assessment. Revise mitigation measures if necessary.

This task will prepare a series of technical reports in support of the National Environmental Policy Act (NEPA) and related laws. These reports will serve as the foundation for the Supplemental Draft EIS. Based on preliminary review, the following areas will be investigated in background reports – traffic impacts, air quality, noise, wetland impacts, water quality, historic resources, right-of-way, cultural, non-Threatened & Endangered biological resources, soils and geology, hazardous materials, land use, visual, socio-economics and community impacts. The research will include work to support a biological assessment, and the necessary consultation in order to determine potential effects to threatened and endangered species and their habitats, as required by the Endangered Species Act (ESA). The Biological Assessment will not actually be completed until the FEIS is prepared or later.

Task 7 Summary	
Clackamas County	\$74,940
Metro	\$6,000
ODOT	\$60,000
Consultant	500,000
Task 7 Total	\$640,940

Task 8

Prepare a Supplemental Draft Environmental Impact Statement (SDEIS)

The SDEIS will be prepared to describe the Locally Preferred Alternative, the impacts to

the community, and the mitigation efforts necessary for the project to have no significant impacts.

Task 8 Summary	
Clackamas County	\$17,840
Metro	\$6,000
ODOT	\$18,000
Consultant	75,000
Task 8 Total	\$116,840

Task 9

Hold Public Hearing on the Supplemental DEIS

Conduct a public hearing following the release of the SDEIS to answer questions and receive testimony on the alternatives. Based on hearing testimony, SDEIS comments and other comments, a Recommended Alternative Document will be prepared to support a Locally Preferred Alternative (LPA) for approval at a Board of County Commissioner public meeting. Prior to submittal to the Commission, the Project Manager will seek concurrence by CETAS on the Preferred Alternative. (Confirmation by the Oregon Transportation Commission may be sought if controversy exists.)

Task 9 Summary	
Clackamas County	\$14,560
Metro	\$1,200
ODOT	\$3,000
Consultant	\$18,000
Task 9 Total	\$36,760

Task 10

Prepare Final Environmental Impact Statement

The Final EIS will be prepared to describe the Locally Preferred Alternative. It will list all of the changes from the DEIS, the SDEIS and mitigation measures to minimize impacts to the environment. The FEIS will respond to all substantive comments raised following the release of the SDEIS.

Task 10 Summary	
Clackamas County	\$14,760
Metro	\$3,000
ODOT	\$12,000
Consultant	75,000
Task 10 Total	\$104,760

Task 11

Draft Record of Decision for adoption by FHWA

This task will explain how and why the Preferred Alternative was chosen. It will announce the result, and list all of the mitigation commitments to be undertaken in the design and construction of the project. Publication of the ROD constitutes FHWA's approval of the preferred alternative and grants permission to proceed to Final Design.

Task 11 Summary	
Clackamas County	\$7,460
Metro	\$1,800
ODOT	\$6,000
Consultant	\$7,200
Task 11 Total	\$22,460

Sunrise Corridor Unit 1 SDEIS Budget Summary	
MTIP Grant Funded	\$ 600,000
Clackamas County contribution (SDC, TIF)	\$ 860,000
ODOT in kind contribution	\$ 909,000
Total (including Tasks 0-10 and M & S)	\$ 2,309,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3321 FOR THE PURPOSE OF APPROVING THE SUNRISE CORRIDOR UNIT 1 WORK PROGRAM TO ADDRESS CONDITIONS IDENTIFIED IN RESOLUTION NO.01-3098A.

Date: April 17, 2003

Prepared by: Ross Roberts

Resolution No. 03-3321 addresses the work program and budget for the Sunrise Corridor Unit 1 Supplemental Draft Environmental Impact Statement (SDEIS) in response to conditions identified in Metro Resolution No. 01-3098A and Metro Ordinance No. 02-969B. Approval of this Resolution allows Metro and Clackamas County staff to finalize a more detailed work program and enter into a contract agreement to perform the tasks identified in the work program.

BACKGROUND

On September 20, 2001, the Metro Council approved Resolution No. 01-3098A amending the Metropolitan Transportation Improvement Program (MTIP) to allocate \$2 million of Surface Transportation Program (STP) funds for concept planning for the Damascus area and to analyze environmental implications of constructing Phase 1, Unit 1 of the Sunrise Corridor limited access highway. The Resolution identified the following three conditions of approval:

1. direct approximately \$1 million toward the Supplemental Draft EIS (SDEIS)/final Environmental Impact Statement (FEIS)/Preliminary Engineering (PE) for the Sunrise Corridor segment extending from I-205 to the Rock Creek Junction (Unit 1), with all other costs needed to complete the SDEIS/FEIS/PE to be provided by the Oregon Department of Transportation (ODOT) and Clackamas County;
2. direct approximately \$1 million for the preparation of a Damascus area concept plan upon completion of Metro's periodic review decision for the urban growth boundary and for completion of exceptions findings needed for the portion of the Sunrise Corridor extending from Rock Creek to US 26; and
3. require Metro's review of work program and budget to carry out these activities and to finalize the specific budget allocations to these tasks.

On December 12, 2002, the Metro Council approved Ordinance No. 02-969B amending Metro's urban growth boundary in the Damascus area and completing Metro's periodic review decision for the urban growth boundary. On April 10, 2003, the Metro Council approved Resolution No. 03-3306, approving the Damascus/Boring Concept Plan work program and budget.

Sunrise Corridor. A Sunrise Corridor Draft EIS was prepared in 1993. In 1996, the Clackamas County Board of Commissioners approved the preferred alternative, which consists of the central alignment within the Lawnfield/Mather Road area and the southern alignment around Damascus. A Supplemental Draft Environmental Impact Statement (SDEIS) is needed to update the design and environmental information, to consider whether alternatives to the Sunrise Corridor should be considered and to determine the construction phasing of Unit 1 (I-205 to Rock Creek junction). This work will be led by Clackamas County, in partnership with Metro and ODOT, and will complete a SDEIS and FEIS, and start preliminary engineering needed for Unit 1 of the Sunrise Corridor. The study will also examine future

right-of-way issues east of Rock Creek junction to approximately 172nd Avenue. This work will result in the identification of potential improvements between I-205 and Rock Creek and does not preclude work related to the Sunrise Corridor that will be completed as part of the Damascus/Boring Concept Plan. While this work is underway, Metro and Clackamas County will complete the land use planning elements for Unit 2, including Sunrise Corridor exceptions findings and the Damascus/Boring Concept Plan.

Damascus/ Boring Concept Plan. The Damascus/Boring Concept Plan will be a cooperative planning effort to create a plan and implementation strategies for development of approximately 12,000 acres located south of Gresham and east of Happy Valley in Clackamas County. The Damascus/Boring Concept plan will be closely coordinated with the environmental analyses of the Sunrise Corridor Unit 1 effort and will address the general need and location of the proposed Sunrise Corridor (Unit 2). Early in the process, Oregon Solutions will facilitate a community-based process to develop core values, vision and principles to guide the Damascus/Boring Concept Plan, including principles of sustainability.

Important components of the concept plan are expected to include:

- A land-use element that locates a combination of uses and densities that support local and regional housing and employment needs, provides a diverse range of housing, and identifies commercial and industrial employment opportunities that allow residents to work near their home
- A multi-modal transportation system element that serves regional and community travel needs and informs the Sunrise Corridor planning process
- A natural resources element that identifies natural resources areas and protection strategies
- A public infrastructure and facilities element for water, sewer, storm water, parks, schools, fire and police

The concept plan will provide the basis for future comprehensive plan amendments and development code regulations that must be adopted before development can take place by the governing jurisdiction(s). Governance for this area is yet to be determined. The Damascus/Boring Concept Plan will identify and evaluate multi-modal transportation system alternatives to serve regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails and bicycle and pedestrian connections.

If the Damascus/Boring Concept Plan determines that the Unit II Sunrise Corridor improvements are needed, the concept plan will identify highway alternatives to be evaluated through a DEIS process similar to that already initiated for the Unit 1 portion of the Sunrise Corridor. However, the Damascus Concept Plan could also identify non-highway alternatives to the proposed Sunrise Corridor Unit II that would better meet the needs of the area while serving statewide travel. Any further DEIS requirements that may be needed for any projects recommended through this concept plan will be undertaken at a future date.

ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to the proposed legislation.
2. **Legal Antecedents.** This action responds to conditions identified in Metro Resolution No. 01-3098A which allocated \$2 million of Surface Transportation Program (STP) funds for Damascus area land

use planning and to analyze environmental implications of constructing Phase 1, Unit 1 of the Sunrise Corridor limited access highway. This action also responds to Metro Ordinance No. 02-969B, which amended Metro's urban growth boundary in the Damascus area and included the requirement to develop a concept plan for this area and recommend further territory to add to the urban growth boundary in the future. This action complements Metro Resolution No. 03-3306, which approved the Damascus/Boring Concept Plan work program and budget.

3. **Anticipated Effects.** Approval of this Resolution does two things. First, it satisfies a condition of approval of Metro Resolution No. 01-3098A, approving the Sunrise Corridor Unit 1 work program and budget. Second, it allows Metro, ODOT and Clackamas County staff to proceed with finalizing a more detailed scope of work and entering into a contract agreement to perform the work identified in the work program.
4. **Budget Impacts.** There will be impacts on Metro's budget from this Resolution. The draft FY 03-04 budget already assumes that the work scope for the Sunrise Corridor Unit 1 project will be completed and approved by JPACT and the Metro Council during the current fiscal year.

RECOMMENDED ACTION

Approve Resolution No. 03-3321.

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: June 3, 2003
TO: JPACT and Interested Parties
FROM: Andy Cotugno, TPAC Chair
SUBJECT: Transportation Priorities 2004-07 – Metro Staff and TPAC Recommended 100% Cut List

* * * * *

Introduction

Following is the Metro staff recommended and a TPAC recommended 100% Cut List of projects and programs to be provided funding through the Transportation Priorities 2004-07 program.

Attached are the following updated Transportation Priorities 2004-07 documents:

- A summary of policy direction from Metro Council and JPACT to narrow the First Cut List to a 100% Cut List (Attachment A).
- A summary of the 2040 land use component of the technical quantitative scores, qualitative factors and public comments relative to the relationship of a project or program to development of mixed-use or industrial lands (Attachment B).
- A summary of the overall technical evaluation and qualitative factors (Attachment C)
- The executive summary of the public comment report (Attachment D). The complete public comment report may be down loaded from the Metro website (www.metro-region.org), or will be mailed on request (call Sherrie Blackledge at 503-797-1724) and will be available at the JPACT meeting.
- A Metro staff recommended 100% Cut List of projects and programs for review and public comment at the June 5, 2003 Metro Council public hearing and June 12,

2003 JPACT meeting (Attachment E). An explanation of the Metro staff recommended list and recommendations considered but not approved are also provided in this memo.

- A TPAC recommended 100% Cut List of projects and programs for review and public comment at the June 5, 2003 Metro Council public hearing and June 12, 2003 JPACT meeting (Attachment F). An explanation of the TPAC recommended list is also provided in this memo.
- A draft recommendation outlining the conditions to be met to allow obligation of Transportation Priorities funds for each project or program recommended for funding (Attachment G).

Explanation of 100% Cut List Policy Direction

The Metro staff recommended 100% Cut List attempts to implement the narrowing policy direction as given by JPACT and the Metro Council. This includes the following elements:

1. *Previous funding commitments made by JPACT and the Metro Council.* These include:
 - The existing South/North transit corridor contribution of \$6 million per year; the 2006-07 biennium completes this commitment with contributions to the Interstate Avenue MAX project and continues matching funds for the South Corridor program.
 - An additional \$2 million a year commitment in 2006-07 to the South Corridor, Washington County commuter rail and North Macadam development projects (Metro Resolution #03-3290, which extends the total \$8 million dollar a year commitment beginning in 2006 to the year 2015).
 - Funding of \$1.956 million for the Boeckman Road project in Wilsonville as part of an agreement (Metro resolution #02-3151) linked to the Oregon Transportation Investment Act (OTIA) .
2. *Continuation of funding Metro Planning.* These funds have traditionally been used to fund federally required regional planning functions. The staff recommended list continues this historical allocation, adjusted for inflation, to this function. Previous allocations from these funds also funded the first phase of the Powell-Foster corridor study. The final phase of this corridor study is also recommended for funding.
3. *Regional policy direction.* Projects, and balance among the project categories, that best met the stated policy direction of the Transportation Priorities 2004-07 program, were included in the JPACT first cut list. The primary program policy goals are to invest in Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include funding projects and

programs without dedicated sources of revenue, completing gaps in modal systems, and developing a multi-modal transportation system.

Additional policy direction was provided by the Metro Council (May 6, 2003) and JPACT (May 15, 2003) on how to narrow the First Cut List to the 100% Cut List. In addition to honoring prior commitments and continuation of funding the Metro planning functions, direction was provided to invest in projects and programs located in all types of 2040 mixed-use and industrial lands and the final cut list should emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas. Further, all projects and programs should be screened on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments).

4. *Funding projects throughout the region.* Equity in project application amounts were established by limiting the amount that could be requested from four sub-regions (Clackamas County, East Multnomah County, Portland and Washington County) to two times the MTIP funding available proportionate to their populations. While no analysis was completed on distributing the final cut list of projects to particular geographic areas, selection of projects included an attempt to fund projects throughout the region, balanced against the other selection factors.

Explanation of Metro Staff Project/Program Recommendations

Following are summaries of the projects and programs proposed for consideration of the 100% Cut List by project staff within each mode category.

Bike/Trail

- The top four technically ranked projects were nominated for inclusion in the 100% cut list. These were also the top four scoring projects in the 2040 land use technical score; although the fourth project (Beaverton Powerline Trail) was tied with another project (Rock Creek Trail) on the technical land use score.
- The top ranked project, the Willamette Greenway trail, would not receive direct award of funds, but could be funded from the overall commitment of \$10 million of Transportation Priorities funding through Metro Resolution 03-2390.

Boulevard

- Four of the top five technically ranked projects were nominated for further consideration.

- The project in the top five technical ranking not nominated for further consideration, Stark Street Phase II, was the lowest ranking project in the 2040 land use technical score and has already received funding for its first phase.
- While the *Rose Biggi: LRT to Crescent* project was nominated for funding as a boulevard project, the right-of-way portion of the project application was not included in the nomination. Additional funds for improvements were included to allow for the additional costs of on-street parking and wider sidewalks that would be conditioned to the allocation of funds for a boulevard project.
- The top ranked project, the *North Macadam TOD*, would not receive direct award of funds, but could be funded from the overall commitment of \$10 million of Transportation Priorities funding through Metro Resolution 03-2390.
- The *102nd Avenue (Gateway)* project was reduced to \$1 million to finish preliminary engineering and provide a regional contribution toward a possible federal earmark appropriation toward this project. Due to the large scope of this project, attempting to fund all of the capital expense through Transportation Priorities program was not deemed feasible.

Bridge

- The *Broadway Bridge Span 7* painting project was not nominated for inclusion on the 100% cut list. While the bridge scored well on the 2040 land use technical criteria due to its location in the central city, it was difficult to establish a relationship between the painting of one bridge span and the development of the surrounding mixed-use areas, relative to other potential projects and the amount of funding involved (\$2.5 million). Additionally, the narrowing policy placed an emphasis on non-road or bridge projects to serve mixed-use areas. Furthermore, the bridge project has been awarded funding from federal (HBR) and state (OTIA) sources and will continue to be eligible for future awards from those sources.

Green Streets

- The top two technically ranked green street demonstration projects were nominated for the 100% cut list. The *Yamhill Street* project is located in the Rockwood town center and the *Cully Boulevard* project (PE only) is located along a main street.
- The *Beaver Creek Culverts* projects were nominated for consideration at a reduced level of \$1 million (from the \$1.47 million application). While staff felt it was important to provide a tangible commitment to follow up on the culvert inventory and endangered species work at Metro, the reduction in scope reflects the emphasis on development of mixed-use and industrial areas. Staff will discuss with Multnomah County how the reduction in scope could be achieved given the large matching funds this project would leverage.

Freight

The following freight projects were nominated for inclusion on the final cut list:

- Preliminary engineering for the *MLK; Columbia to Lombard* project, a route to improve the connection between Columbia Boulevard in North Portland to Lombard Avenue in Northeast Portland. This route, the designated freight route connecting Highway 30 and I-205 and serving the industrial lands of northwest, north and northeast Portland, is nominated for funding. This project would not only improve truck access to and movement through the area but would alleviate truck traffic from the center of the St. John's town center and Lombard main street in North Portland. The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.
- The *I-5/99W Connector study* is nominated for the 100% cut list as a means of serving the large industrial area in south Washington County and the potential UGB expansion area for industrial lands in that same vicinity. This study would complement an arterial roads study by Washington County and a potential study to examine an alternative route for the connector as identified (but not adopted) in the Regional Transportation Plan.
- Preliminary engineering for a priority freight facility as identified through the related south Washington County industrial area transportation studies (see above bullet) at \$2 million is nominated for the 100% cut list. This is a modification of the application for \$2.818 million for preliminary engineering for widening of *Tualatin-Sherwood Road* by Washington County. While the widening of Tualatin-Sherwood Road would remain eligible for these funds, staff recommends making these funds available to the priority freight facility as identified through the coordinated transportation planning efforts within the south Washington County area.
- *Regional Freight Data Collection Study*. This project will conduct an origin and destination study and update the travel forecasting model to improve the ability to analyze the need and relative importance of transportation projects to serve industrial lands and improve freight movement in the region.
- *St. John's pedestrian improvements*. This project was submitted within the pedestrian category but is a combination of pedestrian safety and truck movement improvements identified in the St. John's Truck Strategy report. When asked to reduce the scope of the application for the first cut list from \$1.934 million to \$967,000, the City of Portland identified elements of the application primarily associated with pedestrian safety. In recognition of the policy direction to support economic development of our industrial lands, and the comprehensive nature of the improvements associated with St. John's truck strategy report, staff recommends inclusion of both the freight and pedestrian elements of this application.

Planning

- The Metro MPO required planning and Phase II of the Powell-Foster corridor plan were nominated for the 100% cut list per the policy direction provided to staff.
- The Next Priority Corridor Plan, currently identified as one of three potential corridors; I-5 South/Barber, Tualatin Valley Highway or I-205, was nominated for inclusion in the 100% cut list. The need to identify specific facility, service and program needs within the next priority of the 19 corridors identified in the Regional Transportation Plan as needing more specific corridor analysis is critical to adequately serving the planned mixed-use and industrial lands within these corridors.

Pedestrian

- The top two technically ranked projects, Forest Grove town center and Central Eastside bridge heads were nominated for inclusion in the 100% cut list – both are located in mixed-use centers and support development and multi-modal access in those centers.
- The Hillsboro regional center improvement project was allocated funding in Transportation Enhancement process administered by the Oregon Department of Transportation and therefore is not included on the 100% cut list.
- The *St. John's Pedestrian Improvement* project is also recommended for inclusion in the final cut list. It has the fifth highest 2040 land use technical points and is linked to a comprehensive strategy for improving freight movement and pedestrian safety in the St. Johns town center area.

Road Modernization

- Per the policy direction received by staff, the prior commitment to the *Boeckman Road* project was nominated for the 100% cut list.
- The highest 2040 land use technical score project, *10th Avenue; E Main to Baseline* project was also nominated to the 100% cut list. This project is located completely within the Hillsboro regional center, has previously received PE funding from the Transportation Priorities program, has multi-modal benefits including the reduction of auto conflicts with light rail operations and improves auto access to and through one of only two regional centers without freeway access.
- The top ranked project, the *SW Macadam; Bancroft to Gibbs*, would not receive direct award of funds, but could be funded from the overall commitment of \$10 million of Transportation Priorities funding through Metro Resolution 03-2390.

Road Reconstruction

- The top ranked project, *Division; 6th to 39th*, was nominated for inclusion on the 100% cut list. This project also had the highest 2040 land use technical score, is a designated main street and is coordinated with a planning effort to implement a main street in this corridor by reviewing plan and zoning designations and development code regulations.

Regional Travel Options

- The Transportation Demand Management Core Program, Transportation Management Association assistance program and 2040 Initiatives program portions of the *Regional Travel Options* program was nominated for inclusion on the 100% cut list at \$2.856 million. This maintains historical levels of allocations to these programs, demonstrated to provide successful alternatives to single occupant vehicle trips but does not restore the cut previously adopted in fiscal years 2004-05.
- The *I-5 Corridor TDM Plan* was nominated at half of the requested amount reflecting the region's desire for the project applicant, the Oregon Department of Transportation and/or the Washington state Department of Transportation, to provide half of the funding for a plan that would significantly benefit one of their primary facilities. This program is viewed as a pilot project to demonstrate how a transportation demand management plan should be developed and incorporated as a part of all subsequent corridor plans.
- The *Interstate Avenue Travel Smart* program is also nominated to the 100% cut list. This is an innovative demand management tool that will be conducted in coordination with the opening of the Interstate MAX project. Area residents are surveyed to determine interest in alternative travel options and one-on-one education is provided to survey respondents indicating an interest in alternatives. An 8% reduction in drive alone trips was achieved in the first Travel Smart pilot study in southwest Portland in 2001-02.

Transit Oriented Development (TOD)

- *The Metro TOD program* is nominated for inclusion on the 100% cut list at \$1.5 million per year, an increase from the base program of \$.5 million per year. This reflects the policy direction of investing in the development of mixed-use centers but does not restore the cut previously adopted in fiscal years 2004-05. In addition, it allows the program to be extended to the Interstate MAX, Wilsonville-to-Beaverton commuter rail and I-205 MAX project station areas.
- *The Urban Centers program* is nominated for inclusion on the 100% cut list. This reflects the policy direction to invest in mixed-use areas across the entire region. This program would expand the successful TOD program outside of light rail station areas

to other mixed-use areas served by frequent bus operations consistent with Metro's new Centers Program.

Transit

- Per policy direction, the previous commitments to *South Corridor, Washington County Commuter Rail* and *North Macadam* development (Metro Resolution 03-3290) were nominated for inclusion on the 100% cut list. This provides the fiscal years 06/07 funding toward the commitment of funds through 2015 to these projects.
- The *Frequent Bus Corridors* proposal that would fund stop, signal priority, pedestrian crossings and transit tracker improvements on frequent bus routes located within 1 mile of a mixed-use or industrial area was recommended for inclusion on the 100% cut list at \$2.25 million. This reduces the scope from the first cut list by approximately one-half. Tri-Met will be asked to prioritize these proposed improvements by high ridership locations for stop improvements, highest delay costs for signal priority improvements, through coordination with local planning and street improvement efforts and by maintaining investments across all portions of the region.
- The *Gresham Civic Station TOD* project was recommended for inclusion on the 100% cut list. This project would result in a direct investment to leverage higher density development and pedestrian amenities at a new light rail station in the Gresham regional center.
- The *North Macadam Transit Access* and *North Macadam Infrastructure* projects will not receive direct allocations but would be eligible for funds provided through the allocation to North Macadam development (Metro Resolution 03-3290).

Explanation of TPAC Project/Program Recommendations

Following is a summary of the changes to the Metro staff 100% Cut List recommendation by the Transportation Policy Alternatives Committee (TPAC) at their June 3rd, 2003 meeting.

1. Recommended Action

TPAC first decided that their recommendation to JPACT and the Metro Council would take the form of 100% cut list similar to the Metro staff recommendation but with any amendments as adopted by the committee. Amendments would be accompanied by an explanation of the changes relative to the narrowing policy direction provided by JPACT.

2. Changes from Metro Staff Recommended 100% Cut List

TPAC recommended the Metro staff 100% cut list with the following amendments (shown in bold in Attachment F).

A. Substitute funding of preliminary engineering of the Murray Boulevard extension: Scholls Ferry to Barrows (wrm8) at \$986,000 for the Rose Biggi Boulevard project (wrm9) at \$1 million.

City of Beaverton staff introduced this amendment, conveying that without funding for right-of-way acquisition funds for the Rose Biggi project, the ability to negotiate right-of-way acquisition for the project from the property owner was greatly reduced and perhaps not ripe for the project moving forward in the proposed time frame. Furthermore, the Murray extension project may lose the ability to attract private financing from a related Scholls Town Center development proposal if the project does not move forward in the current time frame of this funding cycle. This substitute project meets the policy direction of JPACT by providing significant access support to the Scholls town center and is linked to a large residential development that makes substantial progress in implementing a mixed-use town center consistent with 2040 goals and policies.

This amendment **PASSED** 10-yes, 5-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	Yes
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	No
John Lynch	Citizen	Yes
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	No
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	No
John McConnaughey	WDOT	Abstain

B. Substitute funding of an additional \$1.5 million to the Frequent Bus program by reducing the Transportation Oriented Development (rtod1) program funding by \$1 million and the Regional Transportation Options (rtdm1) Core Program by \$.5 million.

TriMet staff introduced this amendment, stating that additional resources were needed to maintain progress on the on-street capital improvements to support frequent bus service that is being expanded across the region. He further stated that the current RTO core program, according to TriMet calculations, was operating under existing allocation amounts by approximately \$700,000, which could be used to supplement out year needs.

This amendment **PASSED** 9-yes, 6-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	No
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	No
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	No
John McConnaughey	WDOT	Abstain

C. Substitute direct funding of the Willamette Shore right-of-way Trail at \$1.256 million (pb2), the Union Station Multi-modal Facility Development Plan at \$300,000 (ppln1), and additional allocation of \$378,000 to the 102nd Avenue Boulevard project (pblvd1) for the St. Johns Town Center Pedestrian project (pped2) at \$1.934 million.

City of Portland staff introduced this amendment, stating that while it is difficult to select among project needs with many good projects, they did not feel the St. Johns community has coalesced around a package of improvements that should be provided in their community. The town center planning effort is still underway and due for completion this fall. The Willamette Greenway trail project, is the top ranked trail project in the overall technical score and the 2040 land use technical score. The city staff felt that this project should be funded directly from this allocation of Transportation Priorities funding, separate from the \$10 million commitment for funding provided to the North Macadam development area through Metro resolution 03-3290. City staff also stressed the importance of planning for improvements to enhance access between Union Station and the future light rail station south of Union Station and for funding the 102nd Avenue Boulevard project.

This amendment **PASSED** 11-yes, 4-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	No

Nancy Kraushaar	Cities of Clackamas County	Yes
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	Yes
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	Yes
John McConnaughey	WDOT	Abstain

D. Vote on overall TPAC recommended 100% Cut List.

TPAC voted on the overall 100% Cut List recommendation.

This vote **PASSED** 12-yes, 4-no, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	No
Karen Schilling	Multnomah County	No
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	Yes
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	Yes
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	Yes
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	Yes
John McConnaughey	WDOT	Yes

3. Other TPAC Considerations

TPAC also considered but did not adopt the following proposed amendments.

A. Substitute the 223rd Railroad undercrossing project (mrm1) at \$3 million, Sunnyside Road: 142nd to 152nd project (crm2) at \$2.36 million, Murray Blvd: Science Park to Cornell (wrm7) preliminary engineering at \$540,000 and Willamette Greenway Trail

project (pb2) at \$934,000 by reducing the allocation to the Trolley Trail project (cb1) by \$200,000 and the RTO (rtm1) and TOD (rtod1) programs by \$1 million each and eliminating the St. Johns pedestrian project (pped2) at \$1.934 million, the Powell/Foster Corridor Plan phase II (rplan3) at \$200,000, the Next Priority Corridor plan (rpln4) at \$500,000, the TOD Urban Centers program (rtod2) at \$1 million and the Beaver Creek Culverts project (mgs3) at \$1 million.

This amendment was introduced by Clackamas County staff in support of the three road modernization projects listed above. The Sunnyside Road project was described as necessary to serve the growth that is expected to occur with the two expansions of the urban growth boundary that occurred in the Rock Creek and Damascus areas, to support the Sunnyside neotraditional development, and as the only arterial linking the Clackamas Regional Center to areas east. Further, the segmenting of the project from the original OTIA application hurt the projects ability to score well in the 2040 land use technical analysis.

The 223rd railroad undercrossing project received the second highest 2040 land use technical score within the road modernization category and supports potential industrial development on several large parcels north of the project as well as the Fairview town center south of the project. It also has received prior allocations of funding for PE and right-of-way.

The Murray Boulevard: Science Park to Cornell project would provide additional access to the Cedar Mill town center and is linked to provision of a boulevard improvement on Cornell Road in that town center.

This proposed amendment **FAILED** 7-yes, 8-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	No
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	No
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	No
Robin McArthur	ODOT	No
Dave Nordberg	ODEQ	No
John McConnaughey	WDOT	Abstain

B. Substitute Willamette Greenway trail (pb1) at \$934,000 and Frequent Bus (rtr2) at \$1 million for the St. Johns pedestrian project (pped2).

This amendment was proposed by a citizen member as a potential substitute amendment to the amendment described above in 2C.

This amendment **FAILED** 5-yes, 10-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	No
Karen Schilling	Multnomah County	No
Clark Berry	Washington County	No
Nancy Kraushaar	Cities of Clackamas County	No
Ron Papsdorf	Cities of East Multnomah County	No
Randy Wooley	Cities of Washington County	No
Laurel Wentworth	City of Portland	No
Frank Angelo	Citizen	No
Scott Bricker	Citizen	Yes
John Lynch	Citizen	No
Victoria Brown	Citizen	Yes
Chris Smith	Citizen	Yes
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	No
Dave Nordberg	ODEQ	Yes
John McConnaughey	WDOT	Abstain

Next Steps

The Metro Council is scheduled to hold a public hearing on the Metro staff recommended and TPAC recommended 100% cut lists on June 5th.

JPACT is scheduled to consider action on the final project list June 12th and the Metro Council is scheduled to consider action on the final project list June 19th.

Following final approval, the final project list must undergo an air quality analysis to determine whether it meets federal air quality regulations prior to final approval, currently scheduled for September 2003.

**Transportation Priorities 2004-07
Final 100% Cut List Development
Narrowing Policy Direction from JPACT and Metro Council**

The following policy direction was received to narrow the Transportation Priorities First Cut List to a 100% Cut List that reflected expected revenues. The Metro Council discussed this policy at their Council Informal on May 6, 2003. Metro Council members of JPACT summarized the Council discussion and presided over a special Joint Policy Advisory Committee on Transportation (JPACT) meeting on May 15, 2003. The following direction was approved by JPACT at the special meeting.

1. Honor Prior Commitments
2. Metro Planning Funded
3. Land Use and Economic Development Direction:
 - Invest in all types of 2040 mixed-use and industrial lands
 - Emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas
 - Screen all projects and programs on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments)

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors
Bicycle/Trail Projects**

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Issue?	Received Comments?	QUALITATIVE FACTORS
Portland	1	Willamette Greenway: River Forum to River Parkway	\$1,256	85	Y	Y	Y	Y		Y	Y	Y			Greenway width of 100' gives space to integrate high-density urban development with the ecological function of a riparian buffer. Subdivision on one major site has condition of approval that includes the wide greenway donation within 3 years. Multi-modal potential of connection at SW Gibbs to proposed aerial tram to OHSU.
N Clack, Parks Dist.	2	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	77		Y	Y	Y	16%	Y		Y			NCPRD & Metro jointly purchased former streetcar ROW in 12/01. NCPRD will manage and maintain trail. Trolley Trail is a central component of Milwaukie's Downtown Waterfront Master Plan.
Tualatin Hills Parks & Rec. District	3	Beaverton Powerline Trail: LRT Crossing to Schuepbach Park	\$0.431	73	Y	Y	Y	Y	30%	Y		Y			Improves livability for inner Beaverton residents; opportunity for transportation choices, recreation and exercise. Direct off-link to Tualatin Hills Nature Park. Citizen trail advisory committees, local trails advocates, and Friends of Westside Trails are in support of the project.
Tigard	4	Washington Square Greenway: Hwy. 217 to Hall Blvd.	\$0.386	69	Y	Y	Y	Y				Y			A key concept of Washington Square Regional Center Plan is need for parks and open spaces to soften density that is proposed; vision of livable community with balance between urban and nature.
Hillsboro	5	Rockcreek Trail: Amberwood to Cornelius Pass Road	\$0.216	68		Y	Y	Y	60%	Y		Y			Hillsboro anticipates completing design and any necessary ROW acquisition entirely with local funds. City will provide 50% match for MTIP construction dollars.
Portland	6	Eastbank Trail/Springwater Gaps (PE/ROW)	\$1.049	64	Y	Y	Y	Y	20%	Y		Y			Completing 0.9 mile gap makes 19.2 miles of continuous off-street trail. Construction-ready project would increase support for Portland Parks bond package including trails improvements and not require future MTIP funding.
Gresham	7	Gresham/Fairview Trail: Burnside to Division	\$0.630	51	Y	Y	Y	Y	23%	Y		Y	Y		Over-match of funding for this phase; funding secured for ROW and construction of Phase 1 NE Halsey to SE Burnside. Benefits Rock Creek TC. Unique opportunity to access TriMet's Ruby Junction facility. Public support by neighborhoods and watershed councils. Serves low income area and concentration of Hispanic population.
		Subtotal:	\$4.812												

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors**

TOD Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
Metro	1	TOD Implementation Program	\$4,500	98	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	broad public support; elected officials, neighborhood associations; serves as regional and national case study; high public to private leverage ratio of invested funds; supports urban centers strategies in centers with light rail, broad geographic distribution of funds
Metro	2	Regional & Urban Centers Implementation Program	\$1,000	95	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	expands TOD Program activities to urban centers served by high frequency bus expands geographic distribution of funds; demonstrated public support
Clackamas C	3	CRC Parking Garage	\$0,250	55		Y	Y	Y	Y			Y			funding for planning and PE only; urban renewal funds available for capital; joint development project could be included in I-205 budget
COP	4	North Mcadam Couplet	\$0,500	53				Y	Y	Y	Y	Y			project also ranked in boulevard funding category
Beaverton	4	Rose Biggi Extension	\$1,908	53	Y	Y		Y	Y				Y		project also ranked in boulevard funding category

Transportation Priorities 2004-07: Nominations Summary Technical Ranking and Qualitative Issues																								
Road Reconstruction Projects																								
Agency	Code	Technical Rank	Project Title	Federal Funds Request (millions)	Total Project Points	PAVEMENT CONDITIONS	ALTERNATIVE EFFECTIVENESS FACTORS	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environmentally Justice Issues?	Received Public Comments?	QUALITATIVE FACTORS	
Total points possible for each scoring category:					100	10	15	20	20	20	15	10												
COOP	pr1		1 Division; 8th to 39th (Streetscape Plan to 60th)	\$2,500	88	6	12	17	18	15	10	10				Y								
Mult. Co.	nrr1		2 242nd Ave.: Gilean to Stark	\$0,550	85	10	12	10	13	15	15	10				Y	50%							Very good pavement condition today but hi volume expected to produce very poor conditions by
Milwaukee	cr1		3 Lake Rd: 21st to Hwy Z24 (PEROW)	\$1,481	76	8	12	13	16	15	5	5	Y	Y	Y			Y						Provides safe route to Milwaukee HS and Rowe Middle School. Link to Harmony Road improvement connection to Clackamas RC.
COOP	pr2		4 SE 39th: Burnside to Hoigale (PE)	\$0,400	67	6	10	20	6	10	15	0			Y	Y								
COOP	pr3		5 W Burnside: 19th to 23rd	\$3,589	63	6	9	13	20	15	0	0			Y	Y					Y			Serves low income area.
SUBTOTAL:				\$8,520																				
TPAC APPROVED 150% SUBTOTAL: (Projects in Bold)				\$4,531																				

Transportation Priorities 2004-07: Nominations Summary Technical Ranking and Qualitative Issues																								
Bridge Projects																								
Agency	Code	Technical Rank	Project Title	Federal Funds Request (millions)	Total Project Points	BRIDGE CONDITIONS	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environmentally Justice Issues?	Received Public Comments?	QUALITATIVE FACTORS		
Total points possible for each scoring category:					100	25	20	20	20	15	10													
Mult Co	pr1		1 Broadway Bridge Span 7 painting	\$2,500	85	25	20	20	5	15	0	Y	Y											Bridge repair and painting received HBR and OTIA funds but not enough to complete painting of all spans.
SUBTOTAL:				\$2,500																				

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors
Road Modernization Projects**

Agency	Code	Proposed Rank	Project Title	Federal Funds Request	Total Project Points	CONGESTION RELIEF	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS & BONUS POINTS	Past Regional Commitment?	Link to other Projects?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing Schools?	Endangered Species Recovery?	Economic Development - Jobs Impact	Environmental Justice Issues?	Public Comments Received?	QUALITATIVE FACTORS
Wilsonville	cm1	na	Boeckman Rd: 95th to Grahams Ferry	\$1,956	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Y	Y	Y	Y						Funding approved by prior Metro Resolution; no further analysis conducted, the model constraints applicable to Kinsman true of this project also.
Wash. Co.	wm4	1	Cornell Road: Evergreen to Bethany (PE)	\$1,088	86	25	20	8	20	8	5			Y	Y		Y					Multi-modal missing link; No overmatch but ROW mostly acquired, Town Cntr plan not actually adopted. Serves Five Oaks elementary school. Serves concentration of Asian population.
Tigard	wm10	2	Greenberg Rd.: Shady Lane/North Dakota	\$1,788	85	20	14	11	20	15	5	Y	Y	Y								Prior PE & ROW allocations; provides missing roadway and multimodal links. Serves low-income area and concentration of Hispanic population.
Wash. Co.	wm7	3	Murray Blvd: Science Park to Cornell	\$1,811	84	17	17	10	20	15	5		Y		Y							Very hi accident rate in short distance; hi safety committee rank; very 2040 supportive road project that supplies missing multimodal links and improves town center gateway; link to Cornell Boulevard MSTIP project.
Wash. Co.	wm12	4	Baseline/Jenkins ATMS	\$6,448	79	22	20	12	10	15	0		Y	Y								Segment connects to 5 LRT station communities; derives from County ITS Master Plan and operations center investments. Serves concentration of Hispanic population.
Mult. Co.	mm1	5	22nd Ave. Railroad Undercrossing	\$3,400	78	17	13	20	20	8	0	Y	Y	Y	Y	Y						Project links to 223rd/Sandy intersection signalization project; prior PE & ROW allocation; hi committee safety rank. Serves low income area and concentration of Hispanic population.
BV	wm11	6	Farmington Rd. @ Murray intersection	\$2,618	75	17	20	15	10	8	5	Y		Y	Y	Y						New bike/ped facilities provided - Bike/ped environment impacted by double left and right turn lanes on all approaches. Serves low income area and concentration of Hispanic population.
Wash. Co.	wm3	7	Farmington Rd: 170th to 185th (PE)	\$1,197	67	25	17	2	10	8	5			Y	Y		Y					Serves Mountain View middle school. Serves concentration of Hispanic population.
Cornelius	wm1	8	Highway 9 Intersection @ 10th (Schaefer)	\$8,850	66	13	14	16	10	8	5	Y	Y	Y								FY 2000-03 MTIP project reconstructed Adair from 10th - 20th. Adds bike lanes to regional corridor. Serves concentration of Hispanic population.
COP	pm2	9	SE Foster/Barbara Welch intersection	\$3,500	63	17	14	9	10	8	5		Y		Y		Y					w/in 1 mile of Pleasant Valley Town Center; Gateway to Damascus; salmonid culvert replacement & green streets drainage
Hillsboro	wm6	10	10th Ave: E Main to Baseline	\$1,346	60	8	17	20	10	0	5	Y		Y	Y							Delay value may under report intersection level congestion of right turn movements; Potential for MAX train delay by vehicle queuing or loss of signal preemption. Serves very low income area and concentration of Hispanic population.
COP	pm1	11	SW Macadam: Bancroft to Gibbs	\$2,390	58	8	17	20	10	0	3		Y									Med safety based on future development and prospective access constraints; hi 2040 support
BV	wm8	12	Murray Blvd: Scholls Ferry to Barrows	\$2,579	57	13	10	19	10	0	5				Y	Y						35% local/private match; moderate 2040 support.
Clack. Col	cm5	13	Clackamas Railroad Xing Traveler Info	\$8,385	56	13	20	13	10	0	0		Y	Y								Estimate of delay reduction targeted to Emergency Service providers; breaks down rail imposed separation of fire/safety services from Downtown Milwaukie and enhances EMS exposure to ITS benefits.
BV	wm9	14	Rose Bigg: LRT to Crescent	\$1,908	51	8	13	20	5	0	5		Y		Y							Model does not assign volume to minor road facility; facility contribution to improvement of Reg. Cntr local circulation and reduction of main arterial delay is not well represented. Serves very low income area and concentration of Hispanic population.
Wilsonville	cm4	15	Wilsonville Rd. Traveler Info	\$8,185	49	13	10	11	15	0	0		Y	Y								Inadequate basis for assignment of future year congestion relief/cost effectiveness
Clack. Col	cm6	16	Johnson Cr Blvd I-205 interchange (PE)	\$8,600	46	8	10	13	15	0	0		Y	Y	?							Model does not account for probable loop ramp relief of congestion at Fuller Road signal; County data inconclusive regarding benefit but low to moderate congestion relief seems probable. Preliminary cost estimate of \$4.6 million down from original staff est. of \$10 million. No firm basis for any estimate until conclusion of PE. May benefit LRT
Clack. Co.	cm2	18	Sunnyside Rd: 142nd to 152nd	\$4,000	45	12	13	5	10	0	5	Y	Y	Y	Y	?						County believes congestion levels at 142 & 152 are under-reported. Project is more than 1 mile from a Tier 1 or 2 land use but is a segmented project from partially funded OTIA project of 122nd to 172nd. Gateway to Damascus and serves Sunnyside urban village.
Wash. Co.	wm5	17	185th Ave.: Westview HS to W Union (PE)	\$8,581	42	12	8	8	5	8	5			Y	Y		Y					Facility greater than 1 mile from regional or town center. Serves concentration of Hispanic population.
Wash. Co.	wm2	19	Farmington Rd.: 185th to 198th (PE only)	\$1,005	31	8	6	2	10	0	5			Y	Y							
Wilsonville	cm3	20	Kinsman Rd: Barber to Boeckman	\$1,000	18	8	6	4	0	0	0		Y		Y							Project not from Financially constrained system; not air quality neutral or beneficial; surrounding road system elements not presently in existence and model cannot distinguish effect of this from other connecting links; low safety score from committee.

SUBTOTAL: \$32,561

Transportation Priorities 2004-07 Projects: Technical Ranking and Qualitative Factors															
Regional Travel Options Program and Projects															
Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impact?	Received Comments?	QUALITATIVE FACTORS
Region	1	Regional TDM Program	\$3.987	program renewal request	Y	Y	Y	Y		Y		Y			Regional TDM Program Components include the following: \$1,700,000 for core TDM program for 2006 & 2007, including management, outreach and marketing; program evaluation; and regional rideshare program, \$1,130,000 for regional TMA program from 2004 to 2007. \$850,000 for region 2040 initiatives program from 2004 to 2007. \$133,000 for SMART/Wilsonville TDM Program for 2006 & 2007. \$114,000 for regional information clearinghouse in 2006 & 2007. \$60,000 for business energy tax credit and telework in 2006 & 2007.
Portland	2	Interstate Ave. Travel Smart	\$0.300	75	Y	Y	Y	Y		Y		Y	Y		Positive results in Europe and Australia. Pilot project currently underway in SW Portland. Serves low income area and concentrations of minority populations.
ODOT	3	I-5 Corridor TDM Plan	\$0.224	57	Y	Y	Y	Y		Y		Y	Y		This plan must coordinate with the Regional TDM Program and with the proposed Interstate Travel Smart Project. Metro staff recommends that ODOT fund 50% of the plan. Governor's I-5 Partnership findings note that the corridor will require better management of traffic demand and measures that manage demand. Serves low income area and concentrations of minority populations.
Clack Co	4	Clackamas RC TMA Shuttle	\$0.129	44	Y	Y		Y					Y		Need to determine how shuttle will be paid for after 3 years of CMAQ Funding. This project could compete for Regional TDM Program Region 2040 Initiatives Funds in 2004.
		Subtotal:	\$4.640												

**Transportation Priorities 2004-07 Projects:
Technical Rankings and Qualitative Factors
Pedestrian Projects**

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR				COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic impact/jobs benefit	Environmental Justice Impact?	Received public comments?	QUALITATIVE CONSIDERATIONS
						SAFETY	SUPPORT'S 2040													
City of Forest Grove	wped1	1	Forest Grove Town Center Pedestrian Improvements	0.900	94	25	20	34	15		Y									Completes gap in ped system (including ADA accessibility); complements prior MTIP allocation for downtown ped improvements. Serves concentration of Hispanic population.
City of Portland	pped1	2	Central eastside bridgeheads	1.456	90	20	20	40	10		Y	Y	Y			Y	Y		Complements current bike/ped improvements to Morrison Bridge and potential future street car via MLK/Grand, completes gaps in ped system and implements CEID Opportunity Strategy. Could be split to Burnside/Morrison/Hawthorne bridgeheads and Water Avenue ramps. Serves low income area.	
City of Hillsboro	wped2	3	Hillsboro Regional Center Pedestrian Improvements	0.522	86	23	14	36	15					20%	Y		Y		Completes gaps in ped system that connect to businesses, schools, Shute library and to LRT in RC; serves low-moderate income households. 20% overmatch provided. Serves low income area and concentration of Hispanic population.	
City of Tigard	wped3	4	Tigard Town Center Pedestrian Improvements (Commercial Street)	0.203	85	25	17	28	15						Y		Y		Complements future commuter rail station by improving ped access between station and town center area. Implements traffic study/task force recommendations. Serves concentration of Hispanic population.	
City of Portland	pped3	5	Tacoma Street 6th to 21st	1.278	84	20	20	34	10		Y	Y	Y			Y			Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and increase on-street parking in support of main street and bicycle boulevard on adjacent street. Supports employment by leveraging main street development.	
City of Portland	pped2	6	St. Johns Town Center Pedestrian Improvements	1.934	83	25	17	31	10			Y	Y				Y		Implements St. John's Bridge Truck Strategy recommendations. Town center plan (and implementing code amendments) not yet adopted. Provides critical signal system improvements and realigns intersections to better facilitate truck movements and improve ped safety. Serves low income area.	
Washington County	wped4	7	Merlo Road: LRT station to 170th	0.271	82	25	13	29	15						Y				Improves ped access to THPRD nature park, completes gap in ped system and complements other public investments such as the Merlo transit station, TriMet bus barn, Beaverton School District offices and an alternative high school.	
City of Oregon City	oped1	8	Molalla Avenue: Gaffney to Fir	0.800	72	20	20	22	10				Y	38%					Completes gaps in bike/ped systems; provides 38% overmatch; implements Molalla Corridor improvement plan and linked to \$2.1 million for Phase 1 improvements invested by the city.	

Subtotal:

TOTAL: \$ 7.364

**Transportation Priorities 2004- 2007:
Technical Ranking and Qualitative Considerations**

Green Street Design Elements: Retrofit

Green Street Design Elements: Retrofit						2040 Land Use Designation	Size of Project			Design Elements					Amount infiltrated/project cost				Notes					
Agency	Code	Rank	Project Title	Federal Funds Request (millions)	Total Project Points	Central City, Regional Center, Industrial Area, Town Center	Main Streets, Station Community Corridors	All other areas	Pts	High	Medium	Low	Pts	Preserve Existing/Plant Large Trees	Removal Of Impervious Surface Area	PerVIOUS sidewalks or low traffic areas	Curb options per Green Streets IndbK	Use of infiltration/detention devices		Pts	High	Medium	Low	Pts
City of Gresham		1	Yamhill Green Street	0.450	94		7		7	7		7	10	10	10	10	10	50	30			30	Project planning and preliminary design work nearly completed. Good pilot for upgrading an "unimproved" street to Green Street standards in a newly developing Town Center. Leveraging funds from many other sources. Serves very low income area and concentration of Hispanic population.	
City of Portland		2	Cully Green Street	2.200	87		7		7	10		10	10	10	10	10	10	50	20			20	Good pilot for upgrading "unimproved" street to green street standards along a main street. Project associated with low income community development. Design not as far along as other projects so PE is relatively high. No funding from other sources such as BES. Serves low income area.	
Metro TOD		3	NW Civic Drive Green Street	0.250	65	10			10		3	3	10	5	10	10	10	45			10	10	Project part of a TOD, high visibility. Good pilot for mitigating water quality impacts of high density, urban development. Leveraging funds from other TOD development plans. Connected to a larger stormwater planning effort on 14 acres of Metro owned land.	
Subtotal				2.900																				

Transportation Priorities 2004-2007 Technical Ranking and Qualitative Considerations Green Street Culvert Projects					SPECIAL CRITERIA					EFFECTIVENESS				COST EFFECTIVENESS	QUALITATIVE FACTORS	
Agency	Code	Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	Attachment E	Multiple Culverts on same Stream	Design Consistent with GS Handbook	PE Includes geomorphology analysis	On regional Inventory of Culverts	Type of Solution	Amount of Upstream Habitat	Quality of Habitat	Presence of downstream barriers	amount of improved fish passage/project cost	
<i>Total points possible for each scoring category</i>					100	Y/N	Y/N	Y/N	Y/N	Y/N	20	25	10	15	30	
Multnomah County			Beaver Creek Culvert Retrofits	1.470	93	Y	Y	Y	Y	Y	17.67	25	10	15	25	Considerable amount of federal funding being leveraged. Cost effectiveness is good compared with other culvert replacement projects. Significant impact compared with other culverts on regional list.

**Transportation Priorities 2004-07:
Technical Ranking and Qualitative Factors
Freight Projects**

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	SUPPORT BUSINESS	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic development, jobs impact?	Received Comments?	QUALITATIVE FACTORS
Wash Co.	wh	1	Tualatin, Sherwood Road	\$ 2,818	67	15	13	26	13				Y				Y	High volume truck route will be improved into a multi-modal connection between 99W and I-5.
Portland	pr	2	NE Martin Luther King Jr. Blvd.	\$ 2,000	58	13	13	21	11		Y		Y	41%			Y	Improve a critical gap in Regional Freight System. Supports recommendations of I-5 Trade Corridor study.
TOTAL				4,818														

**Transportation Priorities 2004-07
Technical Rankings and Qualitative Considerations
Boulevard Design Projects**

Agency	Code	Proposed Rank	Project Title	Federal Funds Requested	Total Project Points	Green Street Bonus points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic Impact/jobs benefit?	Environmental Justice Impacts?	Received public comments?	QUALITATIVE CONSIDERATIONS
City of Portland	plod1	1	North Macadam TOD: SW Bond and Moody avenues	\$ 0.500	100	5	20	20	40	15				Y	69%		Y			Linked to Macadam district redevelopment and complements SDC monies, private investment and TIF that will be used to finance the North Macadam TOD project. Also complements Portland street car extension and other North Macadam transportation improvements. Fills gaps in bike/ped network.
City of Portland	pbl1	2	102nd Avenue: Weidier to Burnside	\$ 3.350	98	10	25	17	38	8	Y		Y	Y	31%		Y	Y		Linked to Gateway Transit Center redevelopment at NE Pacific and 102nd Ave. and complements \$1.5M SDC monies, urban renewal district funds and MTIP grant for PE and design in 2003-04. Community interested in forming LID for additional funding to complement this project. Serves low income area.
City of Gresham	mb1	2	Stark Street Phase 2: 190th to 192nd	\$ 1.000	98	10	25	20	28	15		Y	Y	Y	11%	Y	Y	Y		Linked to Phase 1 Stark Street (181st to 190th) to complete boulevard design in Rockwood TC; complements TEA-21 funds, prior MTIP funds, local TIF monies and prior ped-to-MAX improvements. Part of on-going effort to revitalize Rockwood neighborhood. Weed and Seed program and Rockwood business Assistance program and Oregon Association of Minority Entrepreneurs active in Rockwood to foster economic development. High level of community support. Serves very low income area and concentration of Hispanic population.
City of Oregon City	mb2	3	McLoughlin Blvd.: I-205 to Highway 43 bridge	\$ 3.000	97	10	25	20	34	8	Y		Y	Y	40%		Y			Linked to implementation of downtown Community plan and waterfront master plan, supporting downtown revitalization efforts, complements 40% overmatch with urban renewal district funds and complements South Corridor recommended improvements.
City of Beaverton	wrm9	3	Rose Biggi extension: LRT to Crescent St.	\$ 1.907	97	5	25	12	40	15				Y	19%	Y	Y	Y		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. 19% overmatch provided. Serves low income area and concentration of Hispanic population.
City of Portland	cb2	4	Burnside Street: W 19th to E 14th (PE only)	\$ 2.000	92	10	25	17	40	0	Y			Y			Y	Y		Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.
City of Portland	cb1	4	Killingsworth: Interstate to MLK (PE only)	\$ 1.000	92	10	25	14	35	8				Y		Y	Y	Y		Project need and design resulted from 8-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Hispanic population.
Washington County	wb1	5	Cornell Road: Murray to Saltzman	\$ 3.500	87	10	25	20	32	0	Y		Y	Y	62%		Y			Project received \$540,000 for ROW acquisition in Priorities 2000. Design resulted from extensive public involvement as part of Cedar Mill Town Center Plan and a project advisory committee (PAC) recommendation. Project complements \$5.7 M in MSTIP monies (which provide 69% overmatch) and completes gaps in bike and pedestrian network.
City of Lake Oswego	cb3	6	Boones Ferry Rd.: Kruse Way to Madrona (PE & ROW)	\$ 2.550	68	0	20	20	28	0				Y	15%	Y	Y			Lake Grove TC plan (and implementing code amendments) not yet adopted. Project complements TIF district if approved by City Council, completes gaps in bike/ped network and provides crossing refuges near school. Project does not provide on-street parking and wide sidewalks due to ROW constraints.

TOTAL: 18.807

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors**

Transit Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
TriMet	1	Frequent Bus Corridors	\$6.374	84	Y					Y	Ind				<ul style="list-style-type: none"> • Capital portion of expansion of successful McLoughlin and Barber frequent bus projects. • Several corridors serve low income areas. • Indirect support of economic development in areas served.
TriMet	2	Local Focus Areas	\$1.005	80							Ind				<ul style="list-style-type: none"> • Indirect support of economic development in areas served.
TriMet	3	102nd Avenue Bus Stops	\$0.135	64		Y					Ind	Y			<ul style="list-style-type: none"> • Transit portion of 102nd Avenue Boulevard project. • Indirect support of economic development in areas served. Serves low income area.
TriMet	4	Gresham Civic Station TOD	\$3.450	59	Y	Y		Y			Y				<ul style="list-style-type: none"> • Creates 1,400 new system riders. • Increases density in regional center. • Increases alternative mode split in Gresham RC. • Leverages previous regional investment in Civic Drive and LRT station projects.
TriMet	5	North Macadam Transit Access	\$0.449	58		Y									<ul style="list-style-type: none"> • Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam infrastructure.
City of Oregon City	6	South Metro Amtrak Station	\$0.700	50			Y	Y	Y		Y				<ul style="list-style-type: none"> • Intra-city ridership not a true comparison to inter-city transit ridership on which technical score is calculated. Trip lengths are longer and or statewide significance. • Locating regional facility in regional center adjacent to major tourist destination
TriMet	7	North Macadam Infrastructure	\$1.347	48		Y									<ul style="list-style-type: none"> • Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam transit access.
Clack Co	8	Clackamas RC TOD/P&R (PE only)	\$0.250	47	Y	Y		Y	Y		Y				<ul style="list-style-type: none"> • Supplements regional South Corridor commitment and I-205 LRT project. • Would increase alternative mode split in CRC. • Overmatch at 50%. • Allows increased density in a regional center.
Tri-Met	9	Hybrid Bus Expansion	\$2.224	42		Y									<ul style="list-style-type: none"> • Follows purchase of 2 hybrid test vehicles in 2002. • Will run in frequent bus corridors.
Tri-Met	10	Jantzen Beach Access	\$0.449	41		Y									<ul style="list-style-type: none"> • Efficient bus connection to Interstate MAX.
Tri-Met	11	Rockwood Bus/MAX Transfer	\$0.382	31		Y		Ped		Y	Ind	Y			<ul style="list-style-type: none"> • Link to Stark Street Boulevard project. • Large Hispanic (33%) and low income (57% < 2X PL). • Indirect support of economic development in areas served. Serves low income area and concentration of Hispanic population.
		Subtotal:	\$16.765												

**Transportation Priorities 2004-07
Land Use Evaluation
Projects On First Cut List**

Mode / Agency	Code	Project Title	Federal Funds Requested	2040 Technical Score * (40 possible)	Draft Summary of Public Comments and Qualitative Factors Related to Mixed-use and Industrial Development
Bike/Trail Projects					
Portland	PB2	Willamette Greenway: River Forum to River Parkway	\$1.256	37	Greenway width of 100' gives space to integrate high-density urban development with the ecological function of a riparian buffer. Subdivision on one major site has condition of approval that includes the wide greenway donation within 3 years. Multi-modal potential of connection at SW Gibbs to proposed aerial tram to OHSU.
N Clack. Parks Dist. Tualatin Hills Parks & Rec. District	CB1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	37	Trolley Trail is a central component of Milwaukie's Downtown Waterfront Master Plan and will eventually link to the Gladstone town center and Oregon City regional center.
	WB1	Beaverton Powerline Trail: LRT Crossing to Schuepback Park	\$0.431	27	Direct link to Merlo Road light rail station community and Tualatin Hills Nature Park.
Tigard	WB3	Washington Square Greenway: Hwy. 217 to Hall Blvd.	\$0.386	33	A key concept of Washington Square Regional Center Plan is need for parks and open spaces to soften density that is proposed; vision of livable community with balance between urban and nature.
Hillsboro	WB2	Rockcreek Trail: Amberwood to Cornelius Pass Road	\$0.216	27	
Boulevard Projects					
City of Portland	ptod1	North Macadam TOD: SW Bond and Moody avenues	\$0.500	40	Linked to Macadam district redevelopment and complements SDC monies, private investment and TIF that will be used to finance the North Macadam TOD project. Also complements Portland street car extension and other North Macadam transportation improvements.
City of Portland	pbl1	102nd Avenue: Weidler to Burnside	\$3.350	38	Linked to Gateway Transit Center redevelopment at NE Pacific and 102nd Ave. and complements \$1.5M SDC monies, urban renewal district funds and MTIP grant for PE and design in 2003-04.
City of Gresham	mbl1	Stark Street Phase 2: 190th to 192nd	\$1.000	28	Linked to Phase 1 Stark Street (181st to 190th) to complete boulevard design in Rockwood TC; complements TEA-21 funds, prior MTIP funds, local TIF monies and prior ped-to-MAX improvements. Part of on-going effort to revitalize Rockwood neighborhood. Weed and Seed program and Rockwood business Assistance program and Oregon Association of Minority Entrepreneurs active in Rockwood to foster economic development.
City of Oregon City	mbl2	McLoughlin Blvd.: I-205 to Highway 43 bridge	\$3.000	34	Linked to implementation of downtown Community plan and waterfront master plan, supporting downtown revitalization efforts, complements South Corridor recommended improvements.
City of Beaverton	wrm9	Rose Biggi extension: LRT to Crescent St.	\$1.907	40	Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities.
City of Portland	cbl2	Burnside Street: W 19th to E 14th (PE only)	\$2.000	40	Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland.

City of Portland	cbl1	Killingsworth: Interstate to MLK (PE only)	\$1.000	35	Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavillion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community.
Washington Co.	wbl1	Cornell Road: Murray to Saltzman	\$2.500	32	Project received \$540,000 for ROW acquisition in Priorities 2000. Design resulted from extensive public involvement as part of Cedar Mill Town Center Plan and a project advisory committee (PAC) recommendation. Project complements \$5.7 M in MSTIP monies (which provide 69% overmatch) and completes gaps in bike and pedestrian network.
Bridge Projects					
Multnomah Co.	mbr1	Broadway Bridge Painting (Span 7)	\$2.500	40	Bridge located in Central City, linking Pearl District and Union Station to the Rose Quarter and Broadway Main Street.
Green Street Projects (10 possible 2040 points)					
City of Gresham	mgs1	Yamhill Green Street	\$0.450	7	Located in the Rockwood town center.
City of Portland	pgs1	Cully Green Street	\$2.200	7	Located along a main street in the Cully neighborhood.
Metro TOD Multnomah Co.	rgs1	NW Civic Drive Green Street	\$0.250	10	Located in Gresham regional center along a commercial street and at a light rail station. High visibility demonstration project.
	mgs2	Beaver Creek Culvert Retrofits	\$1.470	n/a	Culvert project locations are specific to the regional inventory of culverts that inhibit fish passage and were not evaluated for 2040 location.
Freight Projects					
Wash Co	wf1	Tualatin Sherwood Road	\$2.818	26	High volume truck route will be improved into a multi-modal connection between 99W and I-5.
Portland	pf1	NE Martin Luther King Jr. Blvd.	\$2.000	21	Improves a critical gap in Regional Freight System, connecting northwest and north Portland industrial areas to I-205. Supports recommendations of I-5 Trade Corridor study.
Planning Projects					
Planning projects did not receive a technical ranking					
Pedestrian Projects					
City of Forest Grove	wped1	Forest Grove Town Center Pedestrian Improvements	\$0.900	34	Completes gap in ped system (including ADA accessibility) in the Forest Grove town center; complements prior MTIP allocation for downtown ped improvements.
City of Portland	pped1	Central eastside bridgeheads	\$1.456	40	Complements current bike/ped improvements to Morrison Bridge and potential future street car via MLK/Grand, completes gaps in ped system and implements CEID Opportunity Strategy.
City of Hillsboro	wped2	Hillsboro Regional Center Pedestrian Improvements	\$0.522	36	Completes gaps in ped system that connect to businesses, schools, Shute library and to LRT in Hillsboro regional center.
City of Tigard	wped3	Tigard Town Center Pedestrian Improvements (Commercial Street)	\$0.203	28	Complements future commuter rail station by improving ped access between station and town center area. Implements traffic study/task force recommendations.
City of Portland	pped3	Tacoma Street: 6th to 21st	\$1.278	34	Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and increases on-street parking in support of main street and bicycle boulevard on adjacent street. Supports employment by leveraging main street
City of Portland	pped2	St. Johns Town Center Pedestrian Improvements	\$1.934	31	Implements St. John's Bridge Truck Strategy recommendations. Town center plan (and implementing code amendments) not yet adopted. Provides critical signal system improvements and realigns intersections to better facilitate truck movements and improve ped safety.
Road Modernization Projects					
Wilsonville	crm1	Boeckman Rd: 95th to Grahams Ferry	\$1.956	n/a	Funding approved by prior Metro Resolution; Linked to development of the former Damasch (Villibois) site.
Wash. Co.	wrm4	Cornell Road: Evergreen to Bethany (PE)	\$1.088	28	Multi-modal missing link; Town Center plan not actually adopted.
Tigard	wrm10	Greenberg Rd.: Shady Lane/North Dakota	\$1.789	25	Prior PE & ROW allocations; provides missing roadway and multimodal links within the Washington Square Regional Center.

Wash. Co.	wrm7	Murray Blvd: Science Park to Cornell	\$1.811	27	Supplies missing multimodal links and improves gateway to Cedar Mill Town Center. Linked to Cornell Boulevard MSTIP project.
Wash. Co.	wrm12	Baseline/Jenkins ATMS	\$0.449	32	Segment connects to 5 LRT station communities
Mult. Co.	mrm1	223rd Ave. Railroad Undercrossing	\$3.400	33	Prior PE & ROW allocation. Improves truck access to industrial areas north of Sandy Blvd. (3 large parcel sites) Addresses pedestrian/bike safety issue on access route to Blue Lake park.
Cornelius	wrm1	Highway 8 Intersection @ 10th (Schiefler)	\$0.850	30	FY 2000-03 MTIP project reconstructed Adair from 10th - 20th. Provides for truck turning movements on access route to industrial lands in area. Adds bike lanes to regional corridor.
Hillsboro	wrm6	10th Ave: E Main to Baseline	\$1.346	37	Improves vehicle access within in Hillsboro regional center; one of only two regional centers with out direct freeway access. Potential for MAX train delay by vehicle queing or loss of signal preemption.
BV	wrm8	Murray Blvd: Scholls Ferry to Barrows	\$2.579	29	Access to proposed residential development of Murray/Scholls town center. Linked development also will build portion of Beaverton Power Line trail.
Clack. Co.	cm2	Sunnyside Rd: 142nd to 152nd	\$4.000	18	Project is more than 1 mile from a Tier 1 or 2 land use but is a segmented project from partially funded OTIA project of 122nd to 172nd. Primary east/west arterial access to Damascus area urban growth boundary expansion and serves Sunnyside urban village.
Road Reconstruction Projects					
COP	prt1	Division; 6th to 39th (Streetscape Plan to 60th)	\$2.500	35	Linked to implementation of "Division Vision" land use planning effort to implement a 2040 Main Street.
Mult. Co.	mrr1	242nd Avenue; Glisan to Stark	\$0.550	23	Serves Fujitsu industrial site.
Milwaukie	crr1	Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1.481	31	Provides multi-modal link between Milwaukie town center, Milwaukie industrial area and the Clackamas regional center (via Harmony Road).
Regional Travel Options					
Region	RTDM1	Regional TDM Program	\$3.987	n/a	Regional TDM Program Components include the following: \$1,700,000 for core TDM program for 2006 & 2007, including management, outreach and marketing; program evaluation; and regional rideshare program. \$1,130,000 for regional TMA program from 2004 to 2007. \$850,000 for region 2040 initiatives program from 2004 to 2007. \$133,000 for SMART/Wilsonville TDM Program for 2006 & 2007. \$114,000 for regional information clearinghouse in 2006 & 2007. \$60,000 for business energy tax credit and telework in 2006 & 2007.
Portland	PTDM1	Interstate Ave. Travel Smart	\$0.300	30	Pilot project currently underway in SW Portland resulting in 8% increase in alternatives to drive alone trips. Would make progress toward modal-split targets in mixed-use North Portland station communities.
ODOT	STD1	I-5 Corridor TDM Plan	\$0.224	37	Governors' I-5 Partnership findings note that the corridor will require better management of traffic demand and measures that manage demand to preserve capacity for vehicle and freight movements.
Transit Oriented Development					
Metro	mtod1	TOD Implementation Program	\$4.500	38	Supports urban centers strategies in centers with light rail by supporting development to allowed densities with improved design features.
Metro	mtod2	Regional & Urban Centers Implementation Program	\$1.000	35	Expands TOD Program activities to urban centers served by high frequency bus.
Clackamas Co.	ctod1	CRC Parking Garage	\$0.250	30	Urban renewal funds available for capital; joint development project in the Clackamas regional center; construction could be included in I-205 project budget
Transit					
TriMet	rtr2	Frequent Bus Corridors	\$6.374	30	Improves efficiency of service and customer convenience in all Tier I and Tier II land use areas (except Central City) located on Frequent Bus lines.
TriMet	rtr3	Local Focus Areas	\$1.005	30	Provides capital improvements to improve efficiency and customer convenience for new service orientation in multiple centers and station communities.
TriMet	mtr2	Gresham Civic Station TOD	\$3.450	35	Increases density in regional center. Increases alternative mode split in Gresham RC. Leverages previous regional investment in Civic Drive and LRT station projects.
TriMet	rtr6	North Macadam Transit Access	\$0.449	40	Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam infrastructure to leverage development in this Central City district.

Oregon City	ctr2	South Metro Amtrak Station	\$0.700	35	Locating regional facility in regional center adjacent to major tourist destination.
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* 2040 Land use technical scores are not comparable between modal categories.

Transportation Priorities 2004-07 TPAC Recommended 100% List

Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
1 pb2 Willamette Greenway: River Forum to River Parkway	\$1,256	1 p1od1 N Macadam TOD (Res # 03-3290)	n/a		
2 cb1 Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0,844	2 pbvd1 102nd Ave: Welder to Burnside	\$1,378		
3 wb1 Beaverton Powerline Trail: LRT to Schuepsback Park	\$0,431	4 cbvd1 McLoughlin: I-205 to Hwy 43 Bridge	\$3,000		
4 wb3 Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0,386				
Subtotal:	\$2,917	Subtotal:	\$4,378	Subtotal:	\$0.00
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
5 wb2 Rock Creek Trail: Amberwood to Cornelius Pass	\$0,216	2 pbvd1 102nd Ave: Welder to Burnside	\$2,350		
6 pb1 E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1,049	2 mbvd1 Stark St. Ph. 2a 190th to 191st	\$1,000	pb1 Broadway Bridge Span 7 painting	\$2,500
7 mb1 Gresham/Fairview Trail: Burnside to Division	\$0,630	n/a mbvd1 Stark St. Ph. 2b 191st to 197th	\$0,800		
		4 wrm8 Rosa Biggs: LRT to Crescent	\$1,908		
		8 pbvd3 Burnside: W 19th to E 14th (PE only)	\$2,000		
		7 pbvd2 Killingworth: Interstate to MLK (PE only)	\$1,000		
		6 wbdv1 Cornell: Murray to Saltzman (construction)	\$2,500		
		8 wbdv1 Cornell: Murray to Saltzman (ROW)	\$1,000		
		9 cbvd2 Boones Ferry: Kruse to Madrona (PE and ROW)	\$2,550		
Subtotal:	\$1,895	Subtotal:	\$15,108	Subtotal:	\$2,500
Mode Category Total:	\$4,812	Mode Category Total:	\$19,486	Mode Category Total:	\$2,500
Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
1 mgs1 Yamhill Recon: 190th to 197th	\$0,450	n/a rpk5 I-599W Connector Corridor Study	\$0,500	n/a rpn1 Metro MPC required planning	\$1,709
2 pgs1 Cully Blvd Recon: PE	\$0,773	1 wft1 Tuastin-Sherwood Rd.: Hwy 99 to Teton (PE only) Change to: PE for I-599W Corridor & Wash Co. Arterial Studies Freight Priority	\$2,000	n/a rpn3 Powell/Foster Corridor Plan (Phase II)	\$0,200
1 mgs3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,000	2 pf1 MLK: Columbia to Lombard (PE only)	\$2,000	n/a rpn4 RTP Corridor Plan - Next Priority Corridor	\$0,500
		n/a rpk6 Regional Freight Data Collection	\$0,500	n/a ppn1 Union Station Multi-modal Facility Development	\$0,300
Subtotal:	\$2,223	Subtotal:	\$5,000	Subtotal:	\$2,709
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
1 mgs3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0,470	1 wft1 Tuastin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$0,818	n/a rpn2 Livable Communities on Major Streets	\$0,276
2 pgs1 Cully Blvd Recon: ROW/Construction	\$1,700				
3 mgs2 Civic Drive Recon: LRT to 13th	\$0,250				
Subtotal:	\$2,420	Subtotal:	\$0,818	Subtotal:	\$0,276
Mode Category Total:	\$4,643	Mode Category Total:	\$5,818	Mode Category Total:	\$2,985
Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
1 wped1 For. Grove TC Ped Improvements	\$0,900	n/a cmi1 Boeckman Rd: 95th to Grahams Ferry	\$1,956	1 prr1 Division: 6th to 39th (Streetscape plan to 60th)	\$2,500
2 pped1 Central Eastside Bridgeheads	\$1,456	11 pm1 SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a		
		10 wmm6 10th Ave: E Main to Baseline	\$1,346		
		12 wrm8 Murray Blvd: Scholls Ferry to Barrows (PE only)	\$0,986		
Subtotal:	\$2,356	Subtotal:	\$4,288	Subtotal:	\$2,500
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
3 wped2 Hillsboro RC Ped Improvements	\$0,522	1 wmd4 Cornell Road: Evergreen to Bethany (PE only)	\$1,088	2 mvr1 242nd Ave.: Gilsan to Stark	\$0,550
4 wped3 Tigard TC Ped Improvements	\$0,203	2 wmm10 Greenberg Rd.: Shady Lane to North Dakota	\$1,789	3 cr1 Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481
5 pped3 Tacoma St: 6th to 21st	\$1,278	3 wmm7 Murray Blvd: Science Park to Cornell	\$1,811	4 pr2 SE 39th: Burnside to Holgate (PE only)	\$0,400
6 pped2 St. Johns TC Ped Improvements	\$1,834	4 wmm12 Baseline/Jenkins ATMS	\$0,449	5 pr3 W Burnside: 19th to 23rd	\$3,589
7 wped4 Merlo Rd.: LRT Station to 170th	\$0,271	5 mmm1 223rd Ave. Railroad Under Xing	\$3,400		
8 cped1 Molalla Ave.: Galfway to Fir	\$0,800	6 wmm11 Farmington Rd. @ Murray Intersection	\$2,618		
		7 wmm3 Farmington Rd: 170th to 185th (PE only)	\$1,197		
		8 wmm1 Highway 8 Intersection @ 10th	\$0,787		
		9 pm2 SE Foster/Barbara Walsh Intersection	\$3,500		
		12 wmm2 Murray Blvd: Scholls Ferry to Barrows (construction)	\$1,593		
		13 cm5 Clackamas Railroad Xing Traveler Info	\$0,385		
		14 cm6 Wilsonville Rd. Traveler Info	\$0,105		
		15 cm8 I-205 Johnson Cr Blvd interchange design/PE	\$0,600		
		16 wmm5 185th Ave.: Westview HS to W Union (PE only)	\$0,581		
		17 cm2 Sunnyside Rd: 142nd to 152nd	\$4,000		
		18 wmm2 Farmington Rd: 185th to 198th (PE only)	\$1,005		
		19 cm3 Kinman Rd: Barber to Boeckman	\$1,000		
Subtotal:	\$5,008	Subtotal:	\$25,918	Subtotal:	\$8,020
Mode Category Total:	\$7,364	Mode Category Total:	\$30,206	Mode Category Total:	\$8,520
Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
n/a rtdm1 RTO: TDM Core Program	\$1,000	n/a rtd1 Metro TOD Program @ \$1 m 06-07	\$2,000	n/a rts1 Metro Res. 03-3290, South Corridor, Washington Co. Commuter Rail, North Macadam Development	\$18,000
n/a rtdm1 RTO: TMA Assistance/Programs	\$0,818	1 rtd2 Urban Center Program	\$1,000	1 rts2 Frequent Bus Corridors	\$3,750
n/a rtdm1 RTO: 2040 Initiatives Programs	\$0,538			4 mtr2 Gresham Civic Station TOD	\$2,000
n/a rtdm1 RTO: Non-Metro or TM Administered TDM Programs	\$0,279			5 rts North Macadam Transit Access (Res # 03-3290)	n/a
1 ptdm1 Interstate Ave. TravelSmart	\$0,300			7 rts North Macadam Infrastructure (Res # 03-3290)	n/a
2 stdm1 I-5 Corridor TDM Plan	\$0,112				
Subtotal:	\$3,047	Subtotal:	\$3,000	Subtotal:	\$21,750
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
n/a rtdm1 RTO: TDM Core Program	\$0,500	n/a rtd2 Metro TOD Program Increase of \$5 m/ year in 06-07	\$1,000	1 rts2 Frequent Bus Corridors	\$3,859
n/a rtdm1 RTO: TMA and 2040 Initiatives 04-06 Add Back	\$0,500	n/a rtd1 Metro TOD Program Increase of \$5 m/ year in 04/05	\$1,000	2 rts3 Local Focus Areas	\$1,205
		n/a rtd1 Metro TOD Program restoration of \$25 m 04-05	\$0,500	3 pr1 102nd Bus Stops	\$0,135
2 stdm1 I-5 Corridor TDM Plan	\$0,112	2 cr1 Clackamas RC TOD/P&R (PE only)	\$0,250	4 mtr2 Gresham Civic Station TOD	\$1,450
3 cdm1 Clackamas RC TMA Shuttle	\$0,129			6 cr2 South Metro Amtrak Station	\$0,700
				8 mtr4 Hybrid Bus Expansion	\$2,244
				9 mtr1 Jantzen Beach Access	\$0,449
				10 mtr1 Rockwood Bus/MAX Xfer	\$0,382
Subtotal:	\$1,241	Subtotal:	\$2,750	Subtotal:	\$10,424
Mode Category Total:	\$4,288	Mode Category Total:	\$5,750	Mode Category Total:	\$32,174
				List Grand Total: \$64,188	
				Expected 2006-07 Funding Authorized: \$53.75	

Transportation Priorities 2004-07: Investing in the 2040 Growth Concept

Draft Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pb11) and (mb12): The 102nd Avenue Boulevard and McLoughlin Boulevard: I-205 to Highway 43 Bridge projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(wrm9) The Rose Biggi boulevard project will be allocated construction funds on the condition that sidewalk widths meet the guidelines for a community boulevard as defined in the *Creating Livable Streets* guidebook, that on-street parking is provided on both sides of the street and that requirements are in place for building orientation to the sidewalk. The project will also plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Bridge

No bridge projects have been nominated for further funding.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guide books (Metro; June 2002).

(pgs1): The Cully Boulevard project must demonstrate that outreach will be provided to the Hispanic community located in the vicinity of the project alignment to encourage participation in the project design and construction mitigation prior to obligation of funds.

Freight

(pfl): The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.

(wfl): The Tualatin-Sherwood Road preliminary engineering funding of \$2 million will be placed in reserve until completion of the south Washington County arterial roads study and the I-5/99W Connector corridor study to fund preliminary engineering for a priority project to serve the industrial lands in south Washington County.

Planning

(rpln4): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wped1): The Forest Grove pedestrian project may expand the project scope area to include the portion of 21st Avenue and A Street that is within the designated town center and should address pedestrian crossings in addition to sidewalk improvements.

Road Modernization

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wrm6): The city of Hillsboro must demonstrate that outreach to notify and make aware of construction mitigation choices to the Hispanic community in the vicinity of this alignment prior to obligation of funds. The project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro; June 2002).

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pr1): The Division Street reconstruction project will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Regional Travel Options

(ptdm1): Promotional material for the Interstate TravelSmart program will include language to be provided by Metro explaining the source and purpose of the Transportation Priorities program.

(stdm1): The I-5 Corridor TDM Plan is subject to matching funds from the Oregon Department of Transportation and/or Washington State.

Transit Oriented Development (TOD)

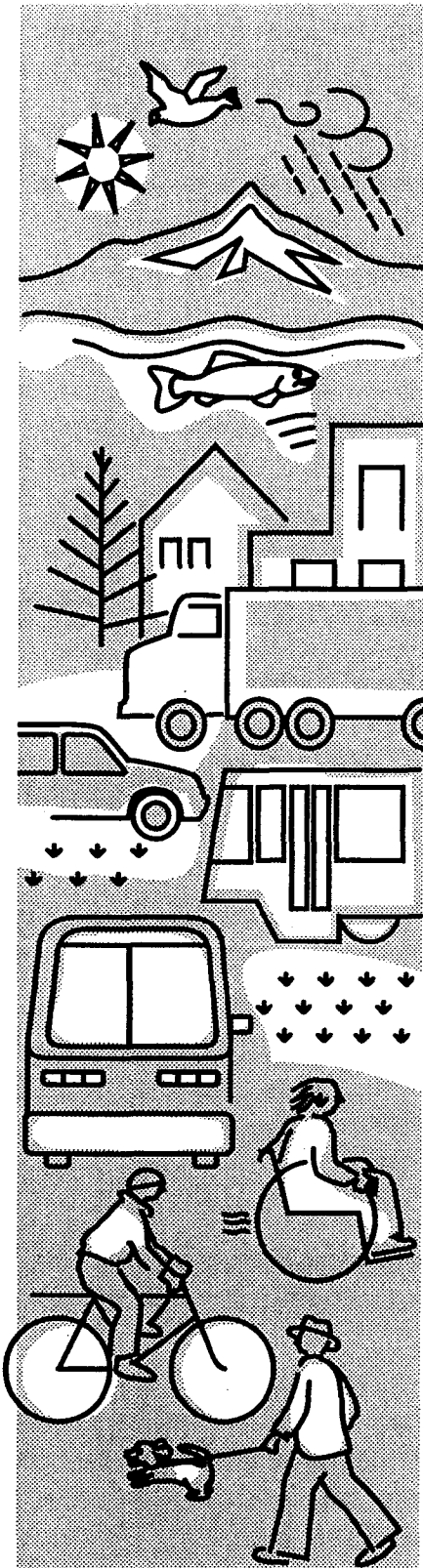
All projects will meet Metro signage and public notification requirements.

(rtod1): Upon completion of a full funding grant agreement, station areas of the Airport MAX, Interstate MAX, I-205 MAX, Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.



Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Public Comment Executive Summary

An executive summary of comments received between April 10 and May 16, 2003 on projects submitted for consideration of regional flexible funds for the years 2006 and 2007

May 23, 2003



METRO

PEOPLE PLACES
OPEN SPACES

Metro

People places • open spaces

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

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Your Metro representatives

Metro Council President – David Bragdon

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

Auditor – Alexis Dow, CPA

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

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

Introduction



METRO

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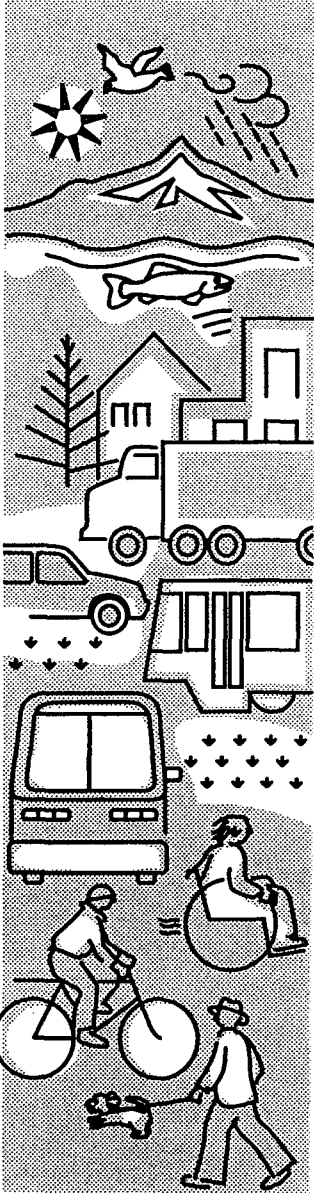
Introduction

This report is a compilation of public comments regarding funding priorities for the fiscal years 2004-2007 Metropolitan Transportation Improvement Program (MTIP) received in spring 2003. Public input was solicited from April 10 through May 16, 2003. Three listening posts (informal opportunities to comment directly to decision-makers) were held during this time: April 14 in Portland, April 15 in Beaverton and April 21 in Oregon City. Comments have been summarized from these meetings, plus written communications sent to Metro (mail, fax and e-mail) and from the transportation phone hotline. A new way to comment, on the Metro web site, was instituted this year. Anonymous letters and comments are not included in this summary.

A public hearing will be held by the Metro Council on Thursday, June 5, 2003. Written comments will be provided as an addendum to this report.

Many thanks to the citizens, businesses and governments of the region who took the time to review and make comments on the proposed projects in the Transportation Priorities 2004-07 funding process.

Section 1 Summary of comments



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Summary of Public Comments

This report provides a summary of public comments received on project and program funding applications in the Transportation Priorities 2004-07 program. All comments received during the public comment period, April 10 through May 16, 2003 are included.

Transportation Priorities 2004-07 is a regional transportation funding program that identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions and partners submit transportation projects to Metro for funding consideration. Eligible projects range from road reconstruction and modernization to transit, bicycle trails, boulevards, pedestrian improvements, green streets and planning projects.

Three public comment listening posts were held in April. All comments were summarized and may be found in Section 2. Comment cards from the meetings may be found under Section 3, Written Comments.

The Metro Council will hold a public hearing on Thursday, June 5, 2003. Written comments submitted at the hearing will be printed in an addendum to this report.

Comments in General

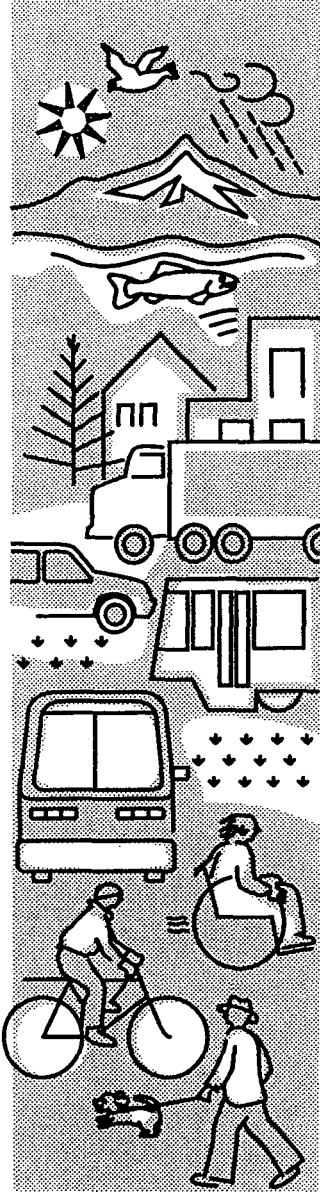
The residents of the region spoke out in record numbers during the Priorities 2004-07 comment period. The number and range of comments indicates a growing interest in shaping transportation improvements in the metropolitan area.

Comments were received from almost 1,000 residents and business owners around the region on the proposed transportation projects. Bike/trail, green streets and pedestrian projects showed the most interest, followed by road reconstruction, road modernization and transit. Comments on rail projects indicate a budding interest in this form of travel.

Roads were not left out of the equation. The need for Road Reconstruction and Road Modernization projects was high on the list of comments, followed by Transit and Boulevard projects.

Overall, these comments indicate the desire for a balanced transportation system with a choice of safe and convenient travel modes.

Section 2 Summary by project



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SUMMARY OF COMMENTS RECEIVED ON PROJECTS

A total of 984 comments, oral and written, were received on specific transportation projects.

The most support was shown for the Bike/trail projects (217 comments), Green Streets (166 comments), Pedestrian projects (141 comments) and Road Reconstruction (127 comments). Road Modernization received 96 comments, Transit projects received 93 comments and Boulevard projects received 77 comments.

Fewer comments were received on Transit Oriented Development (TOD) projects (31), Regional Travel Options (RTO) projects (16), Planning projects (15), Freight projects (4) and Bridge painting (1).

Comments were received on a balance of project modes around the region, with Bicycle/trails (especially the Trolley Trail) and Green Streets (especially Cully Boulevard) receiving the most total comments of any projects during this comment period.

SPECIFIC COMMENTS BY MODE

Bike/Trail projects

A total of 217 comments (22 percent) were received on all of the bicycle/trail projects, with the most comments received on the Trolley Trail (83).

Trolley Trail: Jefferson to Courtney (83)

A large number of comments were received supporting the Trolley Trail. Comments said it would complete a 20-mile loop connecting Gladstone, Milwaukie and the Clackamas Town Center with the Springwater Trail, provide wetland and gardening access for schools and retirement centers, and offer a bridge between communities.

Beaverton Powerline Trail (33)

This trail received many positive comments for an area lacking such trails. Comments said it would connect recreation and shopping areas to light rail stations.

Eastbank Trail/Springwater Corridor Gaps (23)

Much support was shown for completion of this trail, finishing a popular bike and pedestrian trail system.

Washington Square Trail (22)

This is seen as an important land-use connection to a regional center location, connecting the Fanno Creek Greenway Trail to the Washington Square Mall.

Rock Creek Trail (20)

Comments indicated this is an important regional connection to light rail stations and parks where safety is a critical consideration.

Willamette Greenway (19)

This trail is said to provide a cost-effective, crucial link between downtown Portland and the developing Macadam area.

Gresham/Fairview Trail (17)

Comments indicated this trail is a regionally significant path that serves as the primary north/south route between the Springwater Trail and the Marine Drive Trail, linking many land uses, park and open spaces, transit and six regional trails.

Pedestrian Projects

A total of 141 comments (14 percent) were received on eight pedestrian projects. The Tacoma project received the most comments (83), while Central Eastside Bridgeheads received 33 and St. Johns Pedestrian Improvements received 21.

Tacoma Street (83)

Many individual comments were received on this project. Improvements already made have reduced traffic congestion. Final improvements to Tacoma Street will make the Sellwood neighborhood more livable and the street safer for pedestrians. One comment said the Tacoma Street project was designed with 2040 in mind. Many residents in the area said they worked with planners to design their vision of the street.

Central Eastside Bridgeheads (33)

Many pedestrians and bicyclists supported this set of bridge access improvements, which would enable them to get across the bridges to downtown Portland more safely. In addition, comments said that this project would improve traffic flow and freight movement and allow trucks to move more safely and efficiently through key intersections.

St. Johns Town Center Pedestrian Improvements (21)

Residents said that this project would make the St. Johns area more livable and help freight move through until a long-term solution can be developed. Crossing certain intersections is now very difficult for pedestrians, bicyclists, buses, cars and trucks.

Green Streets Projects

A total of 166 comments (17 percent) were received on the four projects proposed for green street improvements. Cully Boulevard received 150 post cards and comments, with Yamhill Reconstruction (9) and Beaver Creek Culverts (7) receiving far fewer.

Cully Boulevard Reconstruction: Prescott to Killingsworth (150)

More than 100 post cards and individual comments were received on this project. Comments focused on the need for safer conditions for pedestrians, especially children walking to school or to the store along Cully, as there are no sidewalks, considerable traffic and poor lighting at night. The five-way stop at the intersection of NE Cully and Prescott is difficult to negotiate. This reconstruction project is seen as transforming the entire neighborhood and it will provide better access to affordable housing and nearby employment centers.

Yamhill Reconstruction (9)

Many comments were received requesting the improvements proposed for this street. This street is seen as very narrow and unsafe for the amount of cars and pedestrians that use it. There are neglected dwellings, abandoned vehicles and missing speed signs along Yamhill. This street is seen as needing "all the help we can get."

Beaver Creek Culverts: Troutdale, Cochran, Stark (7)

Comments said that replacement of three culverts is needed for restoring fish habitat for listed salmonids while providing necessary road improvements in the future.

Road Modernization Projects

A total of 96 comments (10 percent) were received on the 21 proposed road modernization projects. The most comments were received in support of the 223rd Avenue Railroad Under Crossing (20), Sunnyside Road (16), Murray Boulevard: Scholls Ferry to Barrows (16), Highway 8 Intersection (13) and Boeckman Road (11).

223rd Avenue Railroad Under Crossing (20)

Many comments said this is a critical project for East Multnomah County and the Fairview Town Center. The area north of the under crossing is planned to have industrial development providing 7,000 jobs. Comments indicated the under crossing is necessary to provide safe, unconstrained access to this industrial area as well as safe bicycle and pedestrian access to Blue Lake Regional Park.

Sunnyside Road (16)

Comments indicated funding for this project is critical for handling existing traffic plus the expected growth from the Rock Creek area in Happy Valley and the Damascus UGB expansion area.

Murray Boulevard: Scholls Ferry to Barrows (16)

This project is said to be the key to proving access to the 110-acre Progress Quarry Planned Unit Development, which will include town homes and apartments as well as open spaces that include a forested lake, linear park, wetlands and large grove of trees.

Highway 8 Intersection (13)

Comments indicated this intersection at 10th Avenue and TV Highway is unsafe for the large number of pedestrians, cars, trucks and buses that use it. This project would make a more efficient intersection and reduce the many accidents that happen here. The project is seen as absolutely vital to the safety and economic survival of the community.

Boeckman Road: 95th to Grahams Ferry (11)

This project received many comments and is seen as a vital connection in Wilsonville for developing their urban center and accessing existing employment areas.

Road Reconstruction Projects

A total of 118 comments were received (12 percent) on five proposed projects, with Division (79) and Lake Road (40) receiving the most comments.

Division: 6th to 39th (Streetscape Plan to 60th) (79)

Many individual comments were received on the Division reconstruction project. Division is seen as neglected and dangerous compared with Hawthorne and Belmont. With Division developing a unique identity, these improvements are seen as necessary to relieve traffic congestion and provide pedestrian and bicycle amenities and safety. "This corridor is a perfect candidate for significant redevelopment."

Lake Road: 21st to Highway 224 (PE and ROW) (40)

Many comments and post cards were received on the Lake Road project, which would reconstruct access between Milwaukie Town Center, the east Milwaukie industrial area and the Clackamas Regional Center. It would also provide needed bicycle and pedestrian facilities between those areas and to Milwaukie High School and Rowe Junior High.

Transit Projects

Ninety-three comments (9 percent) were received on all of the proposed transit projects, with the South Metro Amtrak Station receiving the most total comments (40), followed by the Clackamas Regional Center TOD (17) and Frequent Bus Corridors (11).

South Metro Amtrak Station (40)

Many comments were received on the Amtrak Station, saying it would benefit the entire area by providing a second train station in the greater metropolitan area. The station would encourage more tourism and get drivers off the congested freeways as well as promote needed redevelopment of the historic city center. Two comments were against this project, noting that more people drive cars than take the train.

Clackamas Regional Center TOD/P&R (PE only) (17)

This project would facilitate the construction of a light rail station next to Clackamas Town Center and encourage the planned expansion of the center into a mixed-use regional center. The area is seen as a major cross-point for commuters.

Frequent Bus Corridors (11)

Comments in favor of this TriMet project cited the need for major bus stop improvements and transit signal priority systems in cities around the region. One comment said it was important that transit dependent populations are within walking distance of a bus line in order to reach jobs, medical services and shopping.

Boulevard Projects

A total of 77 comments (8 percent) were received on seven proposed boulevard projects, with the most comments focusing on McLoughlin (31) and Killingsworth (22) projects.

McLoughlin: I-205 to Hwy 43 Bridge (31)

Comments said that this project upgrades McLoughlin within the Oregon City Regional Center to a boulevard and helps advance this regional center. One 10-year resident said the project will improve commerce for the city while beautifying the waterfront. One comment was against this project as a waste of taxpayer's money.

Killingsworth: Interstate to MLK (PE only) (22)

Resident's comments indicated that Killingsworth is a gateway to PCC, a key east-west arterial and that it needs improvements to help transform the area into a vibrant mixed-use main street. One comment opposed indicated that Interstate MAX funds should only be used for street work within one block of the light rail alignment.

Transit Oriented Development Projects

Thirty-one comments (3 percent) were received in support of TOD projects in the region, with most comments regarding the Metro TOD Program (21).

Metro TOD Program (21)

Comments indicated that the Transit Oriented Development Program at Metro has stimulated the development of many of the region's most successful projects. TOD expenditures were said to increase investor and lender confidence in an area's potential. One comment said the TOD program was essential in bringing a difficult project to completion.

Regional Travel Options (RTO) Projects

Sixteen comments (2 percent) were received on all of the proposed RTO projects in the region to reduce the use of the automobile in the region. The most comments were in support of the Interstate Avenue TravelSmart project (7).

Interstate Avenue TravelSmart (7)

Comments indicated that bringing "individualized marketing" of existing transportation options to local residents could be successful, as it is in Europe and Australia. The Interstate TravelSmart project will bring information on transportation options to a critical, under-resourced corridor. Interstate TravelSmart is seen as a cost-effective method for influencing individual and community behavior.

Planning Projects

Fifteen comments (2 percent) were received on seven proposed planning projects, with the most comments received on Union Station Development (10).

Union Station Multi-Modal Facility Development (10)

This project is seen as preserving Union Station to encourage safe, multi-modal public transportation and provide a worthy "front door" to Portland for thousands of rail passengers. It would facilitate connections between Amtrak, TriMet bus and MAX, Greyhound bus, taxis and the future Portland Streetcar Broadway Bridge line.

Freight Projects

Four comments were provided on one of the two freight projects:

MLK: Columbia To Lombard (PE only)(4)

This grade-separation project is seen as greatly enhancing rail operations and improving slow highway traffic as well. One comment said it was part of a well thought-out freight system and will improve the flow of freight through the city.

Bridge Projects

Broadway Bridge (Span 7)

One comment was received on the proposed painting of the Broadway Bridge Span 7, indicating it would complete full rehabilitation of the bridge for long-term preservation.

MEMORANDUM

Date: June 12, 2003

To: JPACT Members

From: Commissioner Tom Brian
Washington County JPACT Alternate

Subject: Motion to Amend Transportation Priorities 2004-07 Draft Conditions
of Program Approval

To assure timely funding of freight improvements in south Washington County, amend the Draft Conditions of Program Approval for freight category project wf1 on page 2 of the conditions to read as follows:

The Tualatin-Sherwood Road preliminary engineering funding of \$2 million will be placed in reserve pending completion of Washington County's South Arterial Improvement Concept Feasibility Study and identification of a project to serve freight needs in south Washington County.

*substituted
arterial*

Amendment to Draft Conditions of Program Approval

(Attachment G)

Sunnyside Road: 142nd to 172nd Road Modernization

Prior to construction of the Sunnyside Road; 142nd to 172nd segment, Clackamas County and affected cities shall work with the region to develop an updated comprehensive transportation strategy for the corridor connecting the Damascus town center and the Clackamas regional center. This strategy shall be coordinated with the concept planning for the Damascus urban growth boundary area and adopted in the regional transportation plan and local transportation system plan updates. Should funds become available for the construction of the segment between 142nd and 152nd prior to the completion of this planning work, construction could proceed in that segment.

Amendment to Draft Conditions of Program Approval

(Attachment G)

Regional Travel Options and Frequent Bus

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Metro Staff Recommendation

Bike/Trail			Boulevard			Bridge		
Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	pb2	Willamette Greenway: River Forum to River Parkway (Res # 03-3290)	n/a	1	plod1	N Macadam TOD (Res # 03-3290)	n/a	
2	cb1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	2	pblvd1	102nd Ave: Weidler to Burnside	\$1.000	
3	wb1	Beaverton Powerline Trail: LRT to Schuepback Park	\$0.431	4	cbldv1	McLoughlin: I-205 to Hwy 43 Bridge	\$3.000	
4	wb3	Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386	4	wrm9	Rose Biggi: LRT to Crescent	\$1.000	
Subtotal: \$1.661			Subtotal: \$5.000			Subtotal: \$0.00		
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
5	wb2	Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	2	pblvd1	102nd Ave: Weidler to Burnside	\$2.350	
6	pb1	E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1.049	2	mbldv1	Stark St. Ph. 2a 190th to 191st	\$1.000	
7	mb1	Gresham/Fairview Trail: Burnside to Division	\$0.630	n/a	mbldv1	Stark St. Ph. 2b 191st to 197th	\$0.800	pbr1
				4	wrm9	Rose Biggi: LRT to Crescent	\$0.908	Broadway Bridge Span 7 painting
				6	pblvd3	Burnside: W 19th to E 14th (PE only)	\$2.000	\$2.500
				7	pblvd2	Killingsworth: Interstate to MLK (PE only)	\$1.000	
				8	wblvd1	Cornell: Murray to Saltzman (construction)	\$2.500	
				8	wblvd1	Cornell: Murray to Saltzman (ROW)	\$1.000	
				9	cbldv2	Boones Ferry: Kruse to Madrona (PE and ROW)	\$2.550	
Subtotal: \$1.895			Subtotal: \$14.108			Subtotal: \$2.500		
Mode Category Total: \$3.556			Mode Category Total: \$19.108			Mode Category Total: \$2.500		
Green Streets			Freight			Planning		
Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	mgs1	Yamhill Recon: 190th to 197th	\$0.450	n/a	rpln5	I-5/99W Connector Corridor Study	\$0.500	n/a
2	pgs1	Cully Blvd Recon: PE	\$0.773	1	wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only) Change to: PE for I-5/99W Corridor & Wash Co. Arterial Studies Freight Priority	\$2.000	n/a
1	mgs3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.000	2	pf1	MLK: Columbia to Lombard (PE only)	\$2.000	n/a
				n/a	rpln6	Regional Freight Data Collection	\$0.500	rpln3
				6	pped2	St. Johns TC Ped Improvements	\$0.967	rpln4
Subtotal: \$2.223			Subtotal: \$5.967			Subtotal: \$2.409		
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
1	mgs3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0.470	1	wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$0.818	n/a
2	pgs1	Cully Blvd Recon: ROW/Construction	\$1.700					rpln2
3	mgs2	Civic Drive Recon: LRT to 13th	\$0.250					rpln2
								Livable Communities on Major Streets
Subtotal: \$2.420			Subtotal: \$0.818			Subtotal: \$0.576		
Mode Category Total: \$4.643			Mode Category Total: \$6.785			Mode Category Total: \$2.985		
Pedestrian			Road Modernization			Road Reconstruction		
Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	wped1	For. C TC Ped Improvements	\$0.900	n/a	crm1	Boeckman Rd: 95th to ns Ferry	\$1.956	1
2	pped1	Central Eastside Bridgeheads	\$1.456	11	prm1	SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a	pr1
6	pped2	St. Johns TC Ped Improvements	\$0.967	10	wrm6	10th Ave: E Main to Baseline	\$1.346	Division: 6th to 39th (Streetscape plan tc)
Subtotal: \$3.323			Subtotal: \$3.302			Subtotal: \$2.500		
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
3	wped2	Hillsboro RC Ped Improvements	\$0.522	1	wrm4	Cornell Road: Evergreen to Bethany (PE only)	\$1.088	2
4	wped3	Tigard TC Ped Improvements	\$0.203	2	wrm10	Greenberg Rd.: Shady Lane to North Dakota	\$1.789	mrr1
5	pped3	Tacoma St: 6th to 21st	\$1.278	3	wrm7	Murray Blvd: Science Park to Cornell	\$1.811	242nd Ave.: Glisan to Stark
7	wped4	Merlo Rd.: LRT Station to 170th	\$0.271	4	wrm12	Baseline/Jenkins ATMS	\$0.449	3
8	cped1	Molalla Ave.: Gaffney to Fir	\$0.800	5	mm1	223rd Ave. Railroad Under Xing	\$3.400	crr1
				6	wrm11	Farmington Rd. @ Murray intersection	\$2.618	Lake Rd: 21st to Hwy 224 (PE/ROW)
				7	wrm3	Farmington Rd: 170th to 185th (PE only)	\$1.197	4
				8	wrm1	Highway 8 Intersection @ 10th	\$0.797	SE 39th: Burnside to Holgate (PE only)
				9	prm2	SE Foster/Barbara Welch intersection	\$3.500	5
				12	wrm8	Murray Blvd: Scholls Ferry to Barrows	\$2.579	W Burnside: 19th to 23rd
				13	crm5	Clackamas Railroad Xing Traveler Info	\$0.385	
				14	crm4	Wilsonville Rd. Traveler Info	\$0.105	
				15	crm6	I-205 Johnson Cr Blvd interchange design/PE	\$0.600	
				16	wrm5	185th Ave.: Westview HS to W Union (PE only)	\$0.581	
				17	crm2	Sunnyside Rd: 142nd to 152nd	\$4.000	
				18	wrm2	Farmington Rd.: 185th to 198th (PE only)	\$1.005	
				19	crm3	Kinsman Rd: Barber to Boeckman	\$1.000	
Subtotal: \$3.074			Subtotal: \$26.904			Subtotal: \$6.020		
Mode Category Total: \$6.397			Mode Category Total: \$30.206			Mode Category Total: \$8.520		
Regional Transportation Options			TOD			Transit		
Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)	Rank		Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
n/a	rdm1	RTO: TDM Core Program	\$1.500	n/a	rtod1	Metro TOD Program @ \$1 m 06-07	\$2.000	n/a
n/a	rdm1	RTO: TMA Assistance/Programs	\$0.818	n/a	rtod1	Metro TOD Program increase of \$.5 m/ year in 06-07	\$1.000	1
n/a	rdm1	RTO: 2040 Initiatives Programs	\$0.538	1	rtod2	Urban Center Program	\$1.000	tr1
n/a	rdm1	RTO: Non-Metro or TM Administered TDM Programs	\$0.279					Metro Res. 03-3290; South Corridor, Washington Co. Commuter Rail, North Macadam Development
1	ptdm1	Interstate Ave. TravelSmart	\$0.300					2
2	stdm1	I-5 Corridor TDM Plan	\$0.112					Frequent Bus Corridors
Subtotal: \$3.547			Subtotal: \$4.000			Subtotal: \$20.250		
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
n/a	rdm1	RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0.500	n/a	rtod1	Metro TOD Program increase of \$.5 m per year in 04/05	\$1.000	1
2	stdm1	I-5 Corridor TDM Plan	\$0.112	n/a	rtod1	Metro TOD Program restoration of \$.25 m 04-05	\$0.500	2
3	ctdm1	Clackamas RC TMA Shuttle	\$0.129	2	ctr1	Clackamas RC TOD/P&R (PE only)	\$0.250	3
Subtotal: \$0.741			Subtotal: \$1.750			Subtotal: \$11.924		
Mode Category Total: \$4.288			Mode Category Total: \$5.750			Mode Category Total: \$32.174		

List Grand Total: \$54.182
 Expected 2006-07 Funding Authorized: \$53.75

TPAC Recommendation

Rank	Bike/Trail	Requested Amount (millions of \$)	Rank	Boulevard	Requested Amount (millions of \$)	Rank	Bridge	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	pb2 <i>Willamette Greenway: River Forum to River Parkway</i>	\$1.256	1	ptod1 N Macadam TOD (Res # 03-3290)	n/a			
2	cb1 Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	2	pbldv1 102nd Ave: Weidler to Burnside	\$1.378			
3	wb1 Beaverton Powerline Trail: LRT to Schuepback Park	\$0.431	4	cbldv1 McLoughlin: I-205 to Hwy 43 Bridge	\$3.000			
4	wb3 Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386						
	Subtotal:	\$2.917		Subtotal:	\$4.378		Subtotal:	\$0.00
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
5	wb2 Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	2	pbldv1 102nd Ave: Weidler to Burnside	\$2.350			
6	pb1 E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1.049	2	mbldv1 Stark St. Ph. 2a 190th to 191st	\$1.000			
7	mb1 Gresham/Fairview Trail: Burnside to Division	\$0.630	n/a	mbldv1 Stark St. Ph. 2b 191st to 197th	\$0.800		pb1	Broadway Bridge Span 7 painting \$2.500
			4	wrm9 Rose Biggl: LRT to Crescent	\$1.908			
			6	pbldv3 Burnside: W 19th to E 14th (PE only)	\$2.000			
			7	pbldv2 Killingsworth: Interstate to MLK (PE only)	\$1.000			
			8	wblvd1 Cornell: Murray to Saltzman (construction)	\$2.500			
			8	wblvd1 Cornell: Murray to Saltzman (ROW)	\$1.000			
			9	cbldv2 Boones Ferry: Kruse to Madrona (PE and ROW)	\$2.550			
	Subtotal:	\$1.895		Subtotal:	\$15.108		Subtotal:	\$2.500
	Mode Category Total:	\$4.812		Mode Category Total:	\$19.486		Mode Category Total:	\$2.500
Rank	Green Streets	Requested Amount (millions of \$)	Rank	Freight	Requested Amount (millions of \$)	Rank	Planning	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	mgs1 Yamhill Recon: 190th to 197th	\$0.450	n/a	rpln5 I-5/99W Connector Corridor Study	\$0.500	n/a	rpln1 Metro MPO required planning	\$1.709
2	pgs1 Cully Blvd Recon: PE	\$0.773	1	wf1 Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only) Change to: PE for I-5/99W Corridor & Wash Co. Arterial Studies Freight Priority	\$2.000	n/a	rpln3 Powell/Foster Corridor Plan (Phase II)	\$0.200
1	mgs3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.000	2	pf1 MLK: Columbia to Lombard (PE only)	\$2.000	n/a	rpln4 RTP Corridor Plan - Next Priority Corridor	\$0.500
	Subtotal:	\$2.223	n/a	rpln6 Regional Freight Data Collection	\$0.500	n/a	ppln1 Union Station Multi-modal Facility Development	\$0.300
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
1	mgs3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0.470	1	wf1 Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$0.818	n/a	rpln2 Livable Communities on Major Streets	\$0.276
2	pgs1 Cully Blvd Recon: ROW/Construction	\$1.700						
3	mgs2 Civic Drive Recon: LRT to 13th	\$0.250						
	Subtotal:	\$2.420		Subtotal:	\$0.818		Subtotal:	\$0.276
	Mode Category Total:	\$4.643		Mode Category Total:	\$5.818		Mode Category Total:	\$2.985
Rank	Pedestrian	Requested Amount (millions of \$)	Rank	Road Modernization	Requested Amount (millions of \$)	Rank	Road Reconstruction	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	wped1 For. Grove TC Ped Improvements	\$0.900	n/a	crm1 Boeckman Rd: 95th to Grammas Ferry	\$1.956	1	pr1 Division: 6th to 39th (Streetscape plan '07)	\$2.500
2	pped1 Central Fir Bridgeheads	\$1.456	11	prm1 SW Macadam: Bancroft to 13th (Res # 03-3290)	n/a			
	Subtotal:	\$2.356	10	wrm6 10th Ave: E Main to Baseline	\$1.346			
			12	wrm8 Murray Blvd: Scholls Ferry to Barrows (PE only)	\$0.986			
				Subtotal:	\$4.288			
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
3	wped2 Hillsboro RC Ped Improvements	\$0.522	1	wrm4 Cornell Road: Evergreen to Bethany (PE only)	\$1.088	2	mrr1 242nd Ave.: Glisan to Stark	\$0.550
4	wped3 Tigard TC Ped Improvements	\$0.203	2	wrm10 Greenberg Rd.: Shady Lane to North Dakota	\$1.789	3	crr1 Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1.481
5	pped3 Tacoma St: 6th to 21st	\$1.278	3	wrm7 Murray Blvd: Science Park to Cornell	\$1.811	4	pr2 SE 39th: Burnside to Holgate (PE only)	\$0.400
6	pped2 St. Johns TC Ped Improvements	\$1.934	4	wrm12 Baseline/Jenkins ATMS	\$0.449	5	pr3 W Burnside: 19th to 23rd	\$3.589
7	wped4 Merlo Rd.: LRT Station to 170th	\$0.271	5	mm1 223rd Ave. Railroad Under Xing	\$3.400			
8	cped1 Molalla Ave.: Gaffney to Fir	\$0.800	6	wrm11 Farmington Rd. @ Murray intersection	\$2.618			
			7	wrm3 Farmington Rd: 170th to 185th (PE only)	\$1.197			
			8	wrm1 Highway 8 Intersection @ 10th	\$0.797			
			9	prm2 SE Foster/Barbara Welch intersection	\$3.500			
			12	wrm8 Murray Blvd: Scholls Ferry to Barrows (construction)	\$1.593			
			13	crm5 Clackamas Railroad Xing Traveler Info	\$0.385			
			14	crm4 Wilsonville Rd. Traveler Info	\$0.105			
			15	crm6 I-205 Johnson Cr Blvd interchange design/PE	\$0.600			
			16	wrm5 185th Ave.: Westview HS to W Union (PE only)	\$0.581			
			17	crm2 Sunnyside Rd: 142nd to 152nd	\$4.000			
			18	wrm2 Farmington Rd.: 185th to 198th (PE only)	\$1.005			
			19	crm3 Kinsman Rd: Barber to Boeckman	\$1.000			
	Subtotal:	\$5.008		Subtotal:	\$25.918		Subtotal:	\$6.020
	Mode Category Total:	\$7.364		Mode Category Total:	\$30.206		Mode Category Total:	\$8.520
Rank	Regional Transportation Options	Requested Amount (millions of \$)	Rank	TOD	Requested Amount (millions of \$)	Rank	Transit	Requested Amount (millions of \$)
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
n/a	rdm1 RTO: TDM Core Program	\$1.000	n/a	rtod1 Metro TOD Program @ \$1 m 06-07	\$2.000	n/a	rtr1 Metro Res. 03-3290: South Corridor, Washington Co. Commuter Rail, North Macadam Development	\$16.000
n/a	rdm1 RTO: TMA Assistance/Programs	\$0.818				1	rtr2 Frequent Bus Corridors	\$3.750
n/a	rdm1 RTO: 2040 Initiatives Programs	\$0.538	1	rtod2 Urban Center Program	\$1.000	4	mtr2 Gresham Civic Station TOD	\$2.000
n/a	rdm1 RTO: Non-Metro or TM Administered TDM Programs	\$0.279				5	rtr6 North Macadam Transit Access (Res # 03-3290)	n/a
1	ptdm1 Interstate Ave. TravelSmart	\$0.300				7	rtr5 North Macadam Infrastructure (Res # 03-3290)	n/a
2	stdm1 I-5 Corridor TDM Plan	\$0.112						
	Subtotal:	\$3.047		Subtotal:	\$3.000		Subtotal:	\$21.750
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
n/a	rdm1 RTO: TDM Core Program	\$0.500	n/a	rtod1 Metro TOD Program increase of \$5 m/ year in 06-07	\$1.000	1	rtr2 Frequent Bus Corridors	\$3.859
n/a	rdm1 RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0.500	n/a	rtod1 Metro TOD Program increase of \$5 m/ year in 04/05	\$1.000	2	rtr3 Local Focus Areas	\$1.205
			n/a	rtod1 Metro TOD Program restoration of \$25 m 04-05	\$0.500	3	ptr1 102nd Bus Stops	\$0.135
2	stdm1 I-5 Corridor TDM Plan	\$0.112	2	ctr1 Clackamas RC TOD/P&R (PE only)	\$0.250	4	mtr2 Gresham Civic Station TOD	\$1.450
3	ctdm1 Clackamas RC TMA Shuttle	\$0.129				6	ctr2 South Metro Amtrak Station	\$0.700
						8	rtr4 Hybrid Bus Expansion *	\$2.244
						9	str1 Jantzen Beach Access	\$0.449
						10	mtr1 Rockwood Bus/MAX Xfer	\$0.382
	Subtotal:	\$1.241		Subtotal:	\$2.750		Subtotal:	\$10.424
	Mode Category Total:	\$4.288		Mode Category Total:	\$5.750		Mode Category Total:	\$32.174

List Grand Total: \$54.168
Expected 2006-07 Funding Authorized: \$53.75

Bold and italicized text represents a change from the Metro staff 100 percent list recommendation.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Office of the Director
355 Capitol St. NE
Rm 135
Salem, Oregon 97301-3871

June 11, 2003

FILE CODE:

Rod Park
Chairman, JPACT
2100 SE 282nd Avenue
Gresham, OR 97080

SUBJECT: NE 223rd Underpass - City of Fairview

It is the intent of the Oregon Department of Transportation to commit \$2 million of Highway Safety Construction funds to the NE 223rd underpass project (City of Fairview) to address safety, mobility and pedestrian/bicycle access at the underpass. It is our hope that with the dedication of these funds, additional dollars can be found to fully fund this critical safety improvement project.

Should you have any questions or concerns, please call me at (503) 986-4214.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Garrett".

Matthew Garrett
Interim Region 1 Manager

June 10, 2003

JUN 11 2003



Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: Transportation Priorities 2004-07

We are greatly disappointed that in the prioritization of projects to reduce the 150% list to the 100% list, the "Road Modernization" category was drastically cut eliminating most of the projects that ranked relatively high on the 150% list. At the beginning of this process, there was an expectation that road modernization projects that provide enhanced access for pedestrians, bicyclists, and motorists into and out of regional and town centers would receive strong consideration for funding. That is why there were so many of those projects submitted from the various jurisdictions. The decimation of that category has taken many of us by surprise. We feel the direction provided to narrow the list represents a policy change in mid-stream and is not something the City of Tigard and the other jurisdictions anticipated at the beginning of the project solicitation process.

We were in agreement with the distribution of funds among the various categories as shown in the 150% list. The City of Tigard project submittal requesting construction funding for Greenburg Road from Shady Lane to North Dakota Street ranked third on the 150% list but was eliminated along with many other worthy projects on the 100% list. The Greenburg Road project has been previously funded through the MTIP process for Preliminary Engineering and Rights-of-Way acquisition. We certainly would like to see the natural progression into construction using MTIP funds.

We therefore strongly recommend that JPACT and the Metro Council reinstate the "Road Modernization" category to the relative funding level envisioned in the 150% list and consider approving those projects that were highly ranked on that list.

Sincerely,

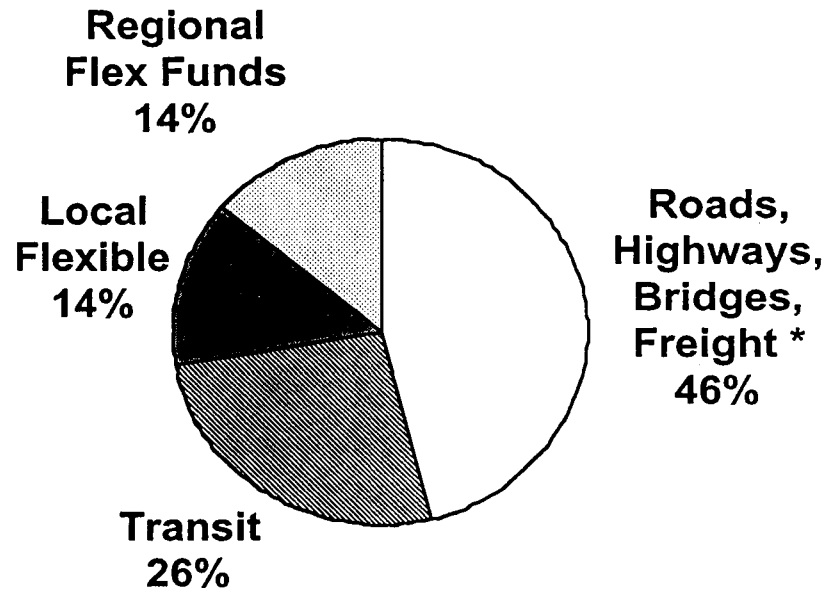
A handwritten signature in black ink, appearing to read "James E. Griffith", is written over a printed name.

JAMES E. GRIFFITH
Mayor

c: Tigard City Councilors
William A. Monahan, City Manager
Agustin P. Duenas, P.E., City Engineer
James N. Hendryx, Community Development Director
Clark Berry, Washington County Planning

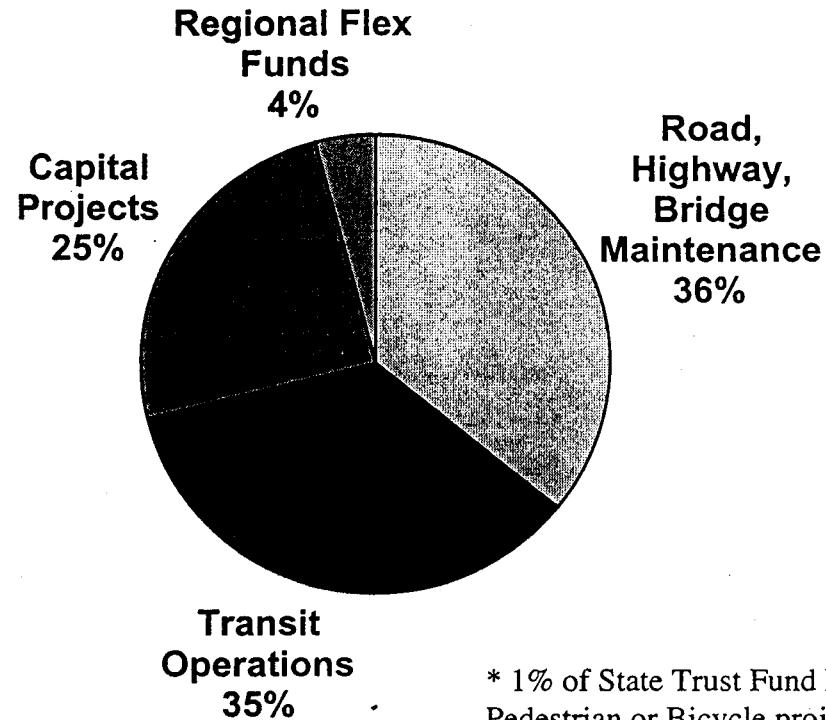
I:\Eng\Cus\Letters\Letter to JPACT Commenting on the Final Cut List.doc

Annual Regional Transportation Capital Spending \$180 million



* 1% of State Trust fund revenues must be spent on Bicycle or pedestrian projects or maintenance.

Annual Regional Transportation Spending \$630 million



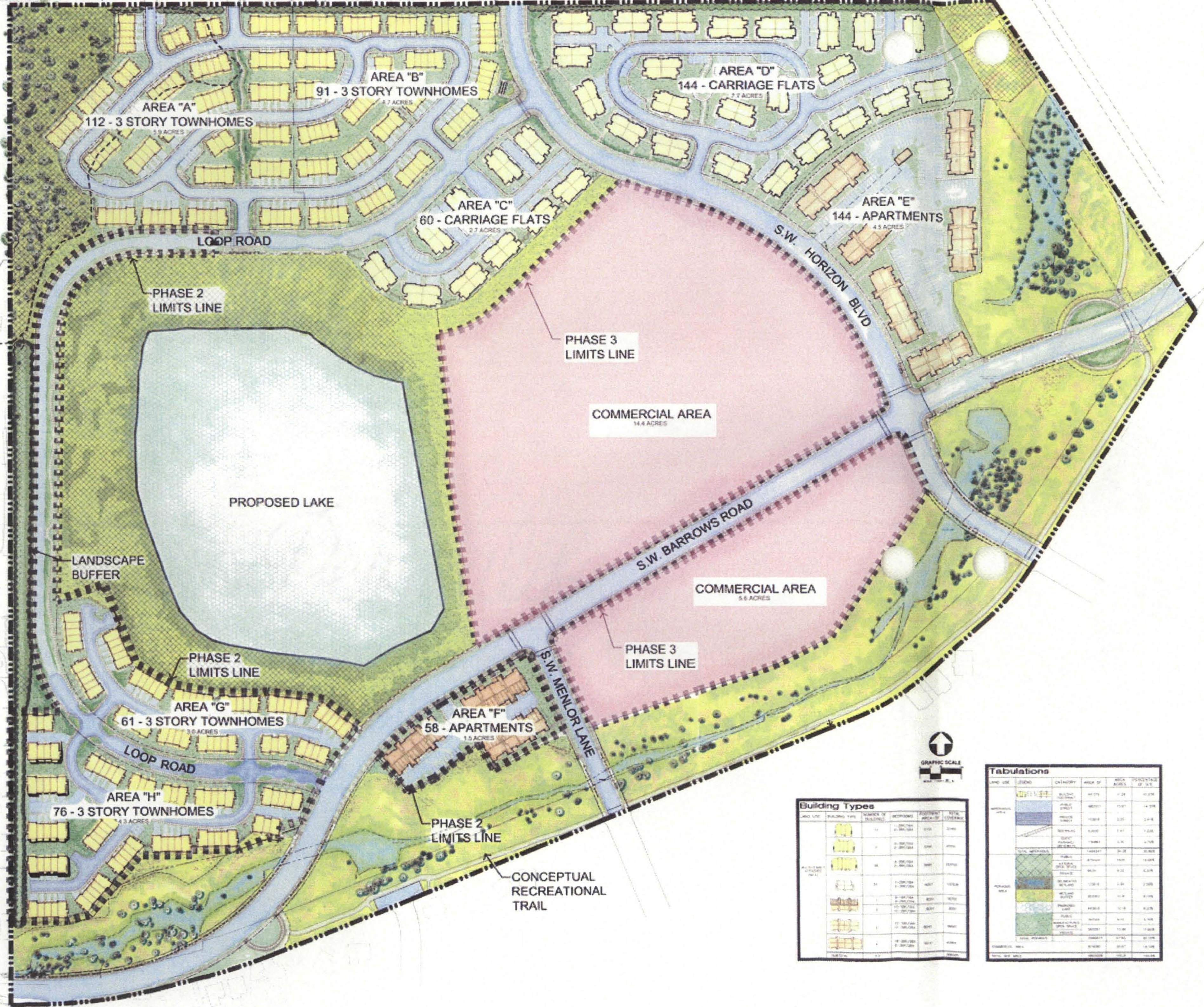
* 1% of State Trust Fund Revenues must be spent on Pedestrian or Bicycle projects or maintenance.



Natural Use Area Man Restoring Nature Wetland Re-vegetation	Passive Use Area Man Interacting with Nature Play Areas Combined with Environmental Education relating to Summer Creek Habitat Wetland Interpretive Trail Drinking Fountains	Moderate Use Area Man Enjoying Nature Informal Play Fields Picnic Tables Barbecue Bike Racks Drinking Fountains	Action Use Area Man Interacting with Nature Picnic Pavilion Drinking Fountains Overlook	Active Use Area Man Interacting with Nature Play Courts Drinking Fountains Bike Racks
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SIGNIFICANT TREE GROVE

LANDSCAPE BUFFER



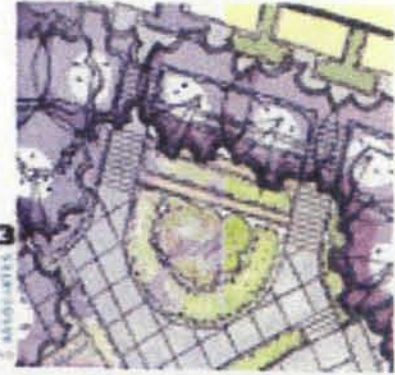
Building Types

NO. OF UNITS	BUILDING TYPE	NUMBER OF BUILDINGS	NETWORK	TOTAL AREA (SQ. FT.)	TOTAL COST (\$)
112	3-STORY TOWNHOMES	112	112	1,120,000	11,200,000
91	3-STORY TOWNHOMES	91	91	910,000	9,100,000
60	CARRIAGE FLATS	60	60	600,000	6,000,000
144	CARRIAGE FLATS	144	144	1,440,000	14,400,000
144	APARTMENTS	144	144	1,440,000	14,400,000
58	APARTMENTS	58	58	580,000	5,800,000
61	3-STORY TOWNHOMES	61	61	610,000	6,100,000
76	3-STORY TOWNHOMES	76	76	760,000	7,600,000

Tabulations

USE	LAND	CATEGORY	AREA (SQ. FT.)	AREA (ACRES)	PERCENTAGE OF TOTAL
RESIDENTIAL	RESIDENTIAL	TOWNHOMES	4,120,000	93.8	14.2%
		CARRIAGE FLATS	2,380,000	54.5	8.5%
		APARTMENTS	2,020,000	46.0	7.2%
		TOTAL RESIDENTIAL	8,520,000	194.3	29.9%
COMMERCIAL	COMMERCIAL	COMMERCIAL AREA 1	1,584,000	36.0	5.6%
		COMMERCIAL AREA 2	604,800	13.9	2.2%
OPEN SPACE	OPEN SPACE	PROPOSED LAKE	1,120,000	25.6	4.1%
		LANDSCAPE BUFFER	1,120,000	25.6	4.1%
TOTAL	TOTAL	TOTAL BUILDING AREA	12,244,800	280.4	100.0%
		TOTAL LAND AREA	12,244,800	280.4	100.0%

PROGRESS QUARRY DEVELOPMENT PLAN



COMMITTEE TITLE JPACT

DATE June 12, 2003

NAME	AFFILIATION
Andy Cohen	Metro
Rod Port	Metro Council
FRED HANSEN	TRIMET
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Rod Monroe	Metro Council
Maria Rojas de Steffy	Multico
Bill Wyatt	Port
Bill Koussoum	CLACKAMAS Co
Annette Liebe	DEQ
Dean Lookingbill	RTE (Alt. Br. City of Vancouver)
PETER CAPELL	CLARK COUNTY
Larry Haverkamp	Cities Mult. Co.
KAY VAN SICKEL	ODOT
KARL RONDE	C ³
Rebecca Ider	Metro Council
Jim Franzen	PORTLAND
Tom Brian	Washington County (Alternate for Rogers)
Clark Berry	Wash. Co

COMMITTEE TITLE JPACT

DATE June 12, 2003

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Robin McArthur	ODOT
Ran Papsdorf	City of Gresham
Steve Bossk	THPRD
Mark Knicker	THPRD
Charlotte Lehan	City of Wilsonville
Nancy Kraushaar	Oregon City; Cities of Clackamas County
Rooney Barber	Metro Council office
Cameron Vaughan-Tyler	Metro Council office
FRANK WILKINS	CITY OF PORTLAND
Chris Smith	Citizen
V.J. Warawatanbetunga	Sri Lanka (Ceylon) Film Studios Ltd.
Michael Harrison	City of Portland
HR Haldeman	Nixon Library Inc.
gregg S. Bennett	Portland Parks & Rec
Sam Miller	TriMet

COMMITTEE TITLE JPACT

DATE June 12, 2003

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Richard Meyer	City of Cornelius
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Karen Schilling	Multnomah County
Brian Newman	Metro Council
Kim Ellis	Metro
Gina Whitehill-Bazick	Metro
Phil Selinger	TRI MET
PHILIA CLARK	TRIMET
Richard Fuler	Metro
ROSS ROBERTS	METRO
Ed Abrahamson	Multnomah County
Tom Guiney	Mult. County
ROBERT PAINE	MULT. Co DIST #4
Sherry Sillard	Councilor City of Fairview

COMMITTEE TITLE JPACT

DATE June 12, 2003

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Bob COCHRAN	FAIRVIEW
Lynn Peterson	City Council Lake Oswego
Marc Guichard	metro staff
TOM KLOSTER	METRO
Mark TURPEL	METRO
Dick Feeney	Tri-Met
Thomas Biggs Mark Ballan ^{CRAP}	The Earl of Blumenhouse
Neil McFarlane	Feeney Lacey
Mike Clark	WSDOT
Sharon Vassel	NPBA
John Wiebke	City of Hillsboro
Bill Barber	METRO
Bon Weisman	clackamas Co.
John Argentina	Clackamas Co.
EILEEN ARGENTINA	CITY OF PORTLAND
MICHAEL JORDAN	METRO
Debbie Murdoch	Portland State Univ.
Laura Oppenheimer	The Oregonian
Jim Colet	City of Portland