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

REVISED

DATE: September 5, 2002

TO: JPACT

FROM: Andy Cotugno, Planning Director

RE: Regional Project Priorities for Reauthorization of TEA-21

A draft analysis of policy positions has been reviewed by TPAC, JPACT and the Metro Council. It is now time to begin developing a regional priority position on possible projects to earmark. To assist in this, please consider the following background:

- In general, most of the funding provided through reauthorization of a 6-year transportation bill is through the formula programs that distribute categories of funding to the states and MPOs. It is through these formulas that the region is able to allocate STP and CMAQ funds and ODOT is able to allocate NHS, Interstate-4R and Bridge funds (as examples). As such, there is far more at stake in the overall funding levels and distribution formula then project specific earmarks.

- The key, large exception to that is New Start funding for rail transit projects (light rail, commuter rail and possibly in the future, streetcar). It is essential that any rail transit project that the region intends to pursue in the next six years be "authorized" in the TEA-21 Reauthorization Bill. Current priorities for the region include:

    1. Authorization for a South Corridor Light Rail Project

    2. Continued authorization to complete Interstate MAX

    3. Continued authorization to complete the Wilsonville-to-Beaverton Commuter Rail

- The other key exception is earmarking of highway "Demo" projects. In general, each congressional representative can request an earmark of a limited number of projects of modest cost. In TEA-21, the region was successful in receiving the following earmarks:

Highway Earmarks:

1. Gresham Ped-to-Max $01.000
2. Lovejoy Ramp.....$05.000
3. Murray O'Xing $03.750
4. South Rivergate O'Xing $13.000
5. I-5/Kruse Way Interchange.....$07.000
6. Tualatin-Sherwood Bypass $00.375
7. Broadway Bridge Rehab $10.000
8. I-205/Sunnybrook Interchange $19.000

Total $59.125

Transit Earmarks:

Tri-Met Bus.....$03.500
Authority to construct Interstate Max leading to a $257.5 million contract.

- In 2001, as part of the Regional Priorities for FY '02 Appropriations, the region requested earmarked appropriations for a series of Preliminary Engineering projects in anticipation of preparing these projects for construction earmarks when TEA-21 was reauthorized. Those requests included the following:

*1. I-5 Trade Corridor (subsequently, the I-5 Transportation and Trade Partnership adopted a recommended Strategic Plan for the corridor)

2. Columbia-Killingsworth Connector (subsequently funded for construction through OTIA)

*3. Sunnyside Road (subsequently partially funded for construction through OTIA)

*4. Sunrise Corridor – Phase 1 (subsequently partially funded for EIS through the MTIP)

5. 242nd Connector (subsequently withdrawn)

6. Sunset Highway – Hwy 217 to Sylvan (subsequently funded for construction through the STIP)

*7. Sandy Blvd (subsequently partially funded for construction through OTIA)

*8. (In the FY '01 request) I-5/Delta Park Interchange

*9. (In the FY '01 request) Willamette River Bridge rehab (subsequently partial construction funding for the Broadway Bridge was provided through OTIA2)

* Items 1, 3, 4, 7, 8, and 9 are still active; items 2, 5, 6, 7 have been fully funded through alternate sources.

- Beyond Congressional requests for Demo projects as part of re-authorization, we have attempted to obtain earmarks within categorical programs as part of annual appropriations that, at times, do get earmarked. Past requests include:

*1. High Speed Passenger Rail improvements

2. Amtrak South Station (Oregon City)

3. Kenton Feed-and-Seed project from TCSP

4. Gresham Civic Neighborhood LRT Station from TCSP.

*5. ITS funding for the state and regional ITS program

6. Stark St. Blvd. from TCSP

*7. South Corridor Bus improvements from the FTA Discretionary Bus Program

*8. Jobs/Access/Reverse Commute Program

*9. Sauvie Island Bridge replacement from the Discretionary Bridge Program

10. Boeckman Rd. extension/Sunnyside Rd. MTIP backfull

11. Addition of the Columbia Blvd. interchange to the I-5/Delta Park project

12. Powell Blvd. in Gresham (subsequently funded through OTIA2)

13. Sunset Highway/Cornelius Pass Interchange (subsequently funded through OTIA2)

14. Damascus area Concept Planning through TCSP

15. Railroad Ave. in Milwaukie through TCSP

16. PSU University Research Center

* Items 1, 5, 7, 8, and 9 have received earmarks in the past.

- In the regional position paper for reauthorization of ISTEA, the following criteria were established for selecting regional project priorities for earmarking:

1. Projects must be included in the RTP Priority System.

2. Projects are of statewide significance.

3. Projects must be able to use earmarked funds within the timeframe of the reauthorization bill.

4. Projects must be deliverable regardless of the size of the earmark.

5. There is a strong base of support for the project within the governments, community and business organizations.

6. The proposal would bring new funds to the state, not merely result in reallocation of existing funds.
7. Members of the congressional delegation express a willingness to pursue the project.

8. There should be a short list of priorities.

9. The list should be integrated with ODOT's statewide priorities.

JPACT shall discuss whether there is intent to establish a single set of regional priorities for project earmarking or recognize that there will be individual jurisdiction requests. If there is intent to establish a set of JPACT priorities, are the above criteria appropriate?

Projects that have been suggested for earmarking include:

At the request of ODOT:

- I-5 – Delta Park to Lombard ($40 million)

  As per the I-5 Partnership Strategic Plan, this is our top priority. It meets all the criteria in the regional position paper. We are prepared to supplement any earmark and bring it to construction within the life of the bill. PE is underway.

- Hwy 217 – TV Highway to US 26 ($28 million)

  This is the last Westside project component under the joint highway/transit EIS. We have programmed this project for PE in FY 05 in the draft FY 04-07 STIP.

At the request of Clackamas County

- I-205/Hwy 212/224 Interchange (from Interstate – 4R funds)

- Sunrise Corridor – Phase I (from Highway Demo Program)

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: September 5, 2002

TO: JPACT

FROM: Andy Cotugno, Planning Director

RE: Regional Project Priorities for Reauthorization of TEA-21

A draft analysis of policy positions has been reviewed by TPAC, JPACT and the Metro Council. It is now time to begin developing a regional priority position on possible projects to earmark. To assist in this, please consider the following background:

- In general, most of the funding provided through reauthorization of a 6-year transportation bill is through the formula programs that distribute categories of funding to the states and MPOs. It is through these formulas that the region is able to allocate STP and CMAQ funds and ODOT is able to allocate NHS, Interstate-4R and Bridge funds (as examples). As such, there is far more at stake in the overall funding levels and distribution formula then project specific earmarks.

- The key, large exception to that is New Start funding for rail transit projects (light rail, commuter rail and possibly in the future, streetcar). It is essential that any rail transit project that the region intends to pursue in the next six years be "authorized" in the TEA-21 Reauthorization Bill. Current priorities for the region include:

    1. Authorization for a South Corridor Light Rail Project

    2. Continued authorization to complete Interstate MAX

    3. Continued authorization to complete the Wilsonville-to-Beaverton Commuter Rail

- The other key exception is earmarking of highway "Demo" projects. In general, each congressional representative can request an earmark of a limited number of projects of modest cost. In TEA-21, the region was successful in receiving the following earmarks:

1.	Gresham Ped-to-Max	$01.000
2.	Lovejoy Ramp	$05.000
3.	Murray O'Xing	$03.750
4.	South Rivergate O'Xing	$13.000
5.	I-5/Kruse Way Interchange	$07.000
6.	Tualatin-Sherwood Bypass	$00.375
7.	Broadway Bridge Rehab	$10.000
8.	I-205/Sunnybrook Interchange	$19.000
Total		$59.125

- In 2001, as part of the Regional Priorities for FY '02 Appropriations, the region requested earmarked appropriations for a series of Preliminary Engineering projects in anticipation of preparing these projects for construction earmarks when TEA-21 was reauthorized. Those requests included the following:

*1. I-5 Trade Corridor (subsequently, the I-5 Transportation and Trade Partnership adopted a recommended Strategic Plan for the corridor)

2. Columbia-Killingsworth Connector (subsequently funded for construction through OTIA)

*3. Sunnyside Road (subsequently partially funded for construction through OTIA)

*4. Sunrise Corridor – Phase 1 (subsequently partially funded for PE through the MTIP)

5. 242nd Connector (subsequently withdrawn)

6. Sunset Highway – Hwy 217 to Sylvan (subsequently funded for construction through the STIP)

7. Sandy Blvd (subsequently funded for construction through OTIA)

*8. (In the FY '01 request) I-5/Delta Park Interchange

*9. (In the FY '01 request) Willamette River Bridge rehab (subsequently partial construction funding for the Broadway Bridge was provided through OTIA2)

* Items 1, 3, 4, 8, and 9 are still active; items 2, 5, 6, 7 have been fully funded through alternate sources.

- Beyond Congressional requests for Demo projects, we have attempted to obtain earmarks within categorical programs that, at times, do get earmarked. Past requests include:

  *1. High Speed Passenger Rail improvements

  2. Amtrak South Station (Oregon City)

  3. Kenton Feed-and-Seed project from TCSP

  *4. ITS funding for the state and regional ITS program

  5. Stark St. Blvd. from TCSP

  *6. South Corridor Bus improvements from the FTA Discretionary Bus Program

  *7. Jobs/Access/Reverse Commute Program

  8. Sauvie Island Bridge replacement from the Discretionary Bridge Program

  9. Boeckman Rd. extension

  10. Addition of the Columbia Blvd. interchange to the I-5/Delta Park project

  11. Powell Blvd. in Gresham (subsequently funded through OTIA2)

  12. Sunset Highway/Cornelius Pass Interchange (subsequently funded through OTIA2)

  13. Damascus area Concept Planning through TCSP

  14. Railroad Ave. in Milwaukie through TCSP

  15. PSU University Research Center

* Items 1, 4, 6, and 7 have received earmarks in the past.

- In the regional position paper for reauthorization of ISTEA, the following criteria were established for selecting regional project priorities for earmarking:

  1. Projects must be included in the RTP Priority System.

  2. Projects are of statewide significance.

  3. Projects can be built within the timeframe of the next reauthorization bill.

4. There is a strong base of support for the project within the governments, community and business organizations.

5. The proposal would bring new funds to the state, not merely result in reallocation of existing funds.
6. Members of the congressional delegation express a willingness to pursue the project.

7. There should be a short list of priorities.

8. The list should be integrated with ODOT's statewide priorities.

JPACT shall discuss whether there is intent to establish a single set of regional priorities for project earmarking or recognize that there will be individual jurisdiction requests. If there is intent to establish a set of JPACT priorities, are the above criteria appropriate?

CITY OF MILWAUKIE

Members of JPACT
c/o Andy Cotugno
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Dear JPACT Members,

The City of Milwaukie is requesting JPACT to keep Milwaukie's Railroad Avenue on the Project Priority List for Reauthorization of TEA-21. In the past, Metro has included Railroad Avenue as a possible Transportation Community System Preservation (TCSP) project. The City is also requesting that JPACT consider adding Lake Road improvement project to the list. Both projects represent multi-modal system gaps in Milwaukie, and provide an essential link between centers in North Clackamas County. Project facts are included below with more detailed fact sheets attached:

Lake Road Bikeway and Road Modernization Improvements

Oatfield to Highway 224
Improvements include road reconstruction, curbs, sidewalks and bicycle lanes
Approximate project cost: $4 million
RTP Project # 5037 & 5051

Railroad Avenue Road Modernization Improvements
37th Avenue to Linwood Avenue
Improvements include road reconstruction, curbs, sidewalks, and bicycle lanes
Approximate cost: $4 million
RTP Project #5040

In 1997, the City adopted the Lake Road Multimodal Plan, but was without funding to implement the plan. This roadway provides an important link between Milwaukie's Town Center and the Clackamas Regional Center. Lake Road feeds directly into Harmony Road. Harmony Road is scheduled to be widened in the coming years to provide better access to Clackamas Regional Center. Lake

Road is currently missing modern roadway amenities such as curbs, sidewalks and bicycle lanes. This limits access to Milwaukie's Town Center for area residents and does not provide the necessary amenities for regional traffic passing through the area.

The same conditions are true for Railroad Avenue. Railroad also converges with Harmony Road at Linwood Avenue. This road provides no modern, multi-modal amenities for access between Milwaukie's Town Center and the Clackamas Regional Center. A traffic accident on Railroad Avenue during the summer of 2001 resulted in the fatality of a young pedestrian. This has raised awareness and community support for this important project.

Developing project priority lists is a very difficult task. Milwaukie leaders respect the work of JPACT as you make important decisions impacting growth and development in the region. Milwaukie is a strong supporter of Metro's work to boost development in "centers." Both of these projects are modest in size and scope, but will greatly enhance access between two important centers in North Clackamas County, which in turn will improve development potential and quality of life in the area.

Thank you for your consideration. If I can answer any questions, please do not hesitate to call me at (503) 786-7510 or Community Development Director Alice Rouyer at (503) 786-7654.

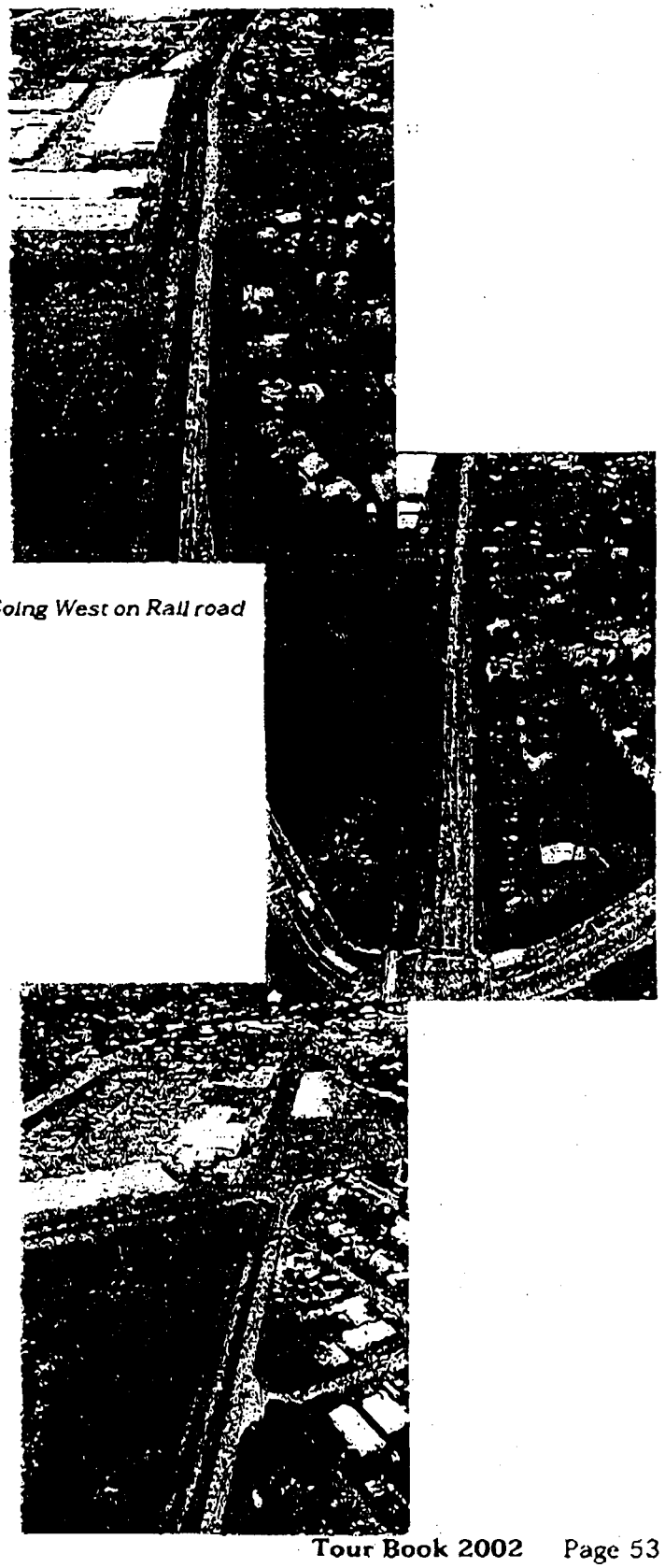
Sincerely,

James Bernard
Mayor

Railroad Avenue

Description

Railroad Avenue serves as an east-west route through Milwaukie and provides access to residential neighborhoods and retail centers (Milwaukie Marketplace to the west and 82nd Avenue and Clackamas Town Center to the east). The roadway section from 37th Avenue to Linwood Avenue is approximately 1.5 miles long and runs parallel to and north of ORE 224. It is a two lane roadway classified as a collector and carries approximately 4,500 vehicles per day. The roadway lacks adequate facilities for all modes of traffic, including center turn lanes, curb, sidewalks and bike lanes. To complicate matters, the eastern end of Railroad Avenue intersects with Linwood Avenue, Harmony Road, and the adjacent railroad crossing forming a congested and confusing intersection.



Going West on Rail road

Railroad Avenue is residential in nature to the north, and industrial to the south. There are no vehicle access points to the south due to the adjacent railroad property and tracks. Walking or biking along the roadway is dangerous due to high vehicle speeds (the posted speed limit is 40 mph) and limited shoulder area. Hector Campbell Elementary School is located on the north side of Railroad Avenue and grade school children do sometimes walk along the roadway. A middle school student was killed last year when he tried to cross the roadway (from south to north) and was struck by a motorcycle.

History

Improvements to Railroad Avenue were first proposed in the late 80's when the City completed a Public Facilities Plan for 1988-2008, which called for reconstruction with left-turn lanes at designated locations. Both the City's adopted Transportation System Plan (TSP) and School Trip Safety Study further identified walkway and bikeway deficiencies along the roadway. This project is also identified in the City's Capital Improvements Plan for 2001-2006.

Transportation Solution

Proposed improvements would include:

- Roadway resurfacing and reconstruction to include bicycle lanes, setback sidewalks with planter strips;
- Raised landscaped medians, center turn lanes in designated areas to decrease dangerous passing maneuvers;
- Retaining wall and/or fencing to separate pedestrians and vehicles from adjacent railroad property and tracks.

Cost/Funding

Based on rough planning level estimates, improvements to this section of roadway would cost approximately $3-4 million dollars. The City of Milwaukie is currently exploring potential funding options. On the federal level, this project would be eligible for Transportation and Community and System Preservation Pilot Program (TCSP) funding from the Transportation Equity Act for the 21st Century (TEA-21).

Railroad Ave. looking east

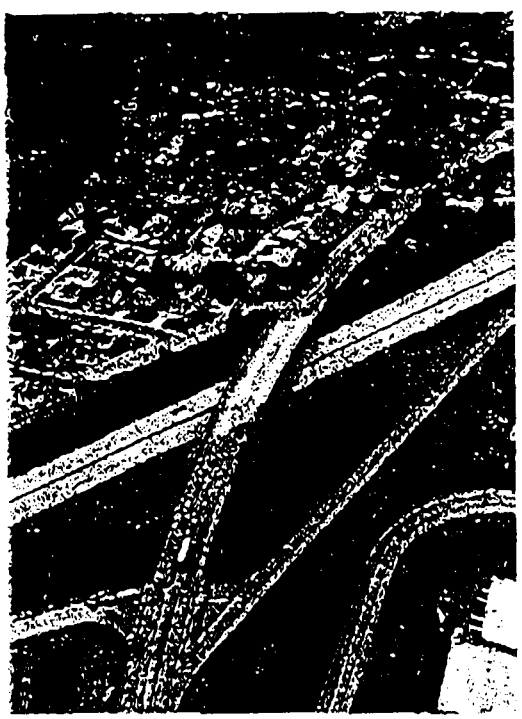
Lake Road Multi-Modal Improvements (Oatfield to Highway 224)

Description

Lake Road is a two lane roadway classified as an arterial and carries approximately 12,000 vehicles per day in the section from Oatfield Road to ORE 224. It is the main east-west route in the southern portion of the city and provides access to retail centers at either end of town (downtown Milwaukie on the west, and 82nd Avenue and Clackamas Town Center on the east). The roadway section from Oatfield Road to ORE 224 is approximately 0.9 miles long and lacks adequate facilities for all modes of traffic, including curb, sidewalks and limited bike lanes. Although this section of Lake Road is largely residential in nature, two-thirds of the traffic using the roadway can be considered through traffic (based on data collected during the Lake Road Multimodal Study, by DKS Associates, 1997).

Lake Road looking east

Lack of signalized intersections and extensive roadway width prevent safe and convenient crossing opportunities for pedestrians and cyclists, hindering safe/friendly circulation of pedestrians and cyclists. Rowe Middle School is located ¼ mile east of Oatfield Road, and many school children walk along the roadway to school. Additionally, pedestrians and cyclists often use Lake Road. However, because the roadway lacks a center turn lane, pedestrians and cyclists are both put at risk by vehicles passing on the right in the shoulder area.



History

Improvements to Lake Road were first proposed in the late 80's when the City completed a Public Facilities Plan for 1988-2008, which called for reconstruction of Lake Road to add a continuous left-turn lane. Additionally, the City further refined the project scope by completing and adopting the Lake Road Multimodal Plan in 1997. This plan was a collaborative effort between the City, DKS Associates, local residents, and neighborhood leaders. The City's adopted Transportation System Plan (TSP) and Capital Improvements Plan for 2001-2006, both call for multimodal improvements to Lake Road.

Transportation Solution

Proposed multimodal improvements would include:

- Roadway resurfacing and reconstruction to include designated bicycle lanes, setback sidewalks with planter strips;
- Raised landscaped medians and center turn lanes in designated areas to decrease dangerous passing maneuvers;
- Street trees and lighting.

Cost/Funding

Based on rough planning level estimates, multimodal improvements to this section of roadway would cost approximately $3-4 million dollars. The City of Milwaukie is currently exploring potential funding options. On the federal level, this project would be eligible for National Highway System (NHS) and/or Surface Transportation Program funding from the Transportation Equity Act for the 21st Century (TEA-21).

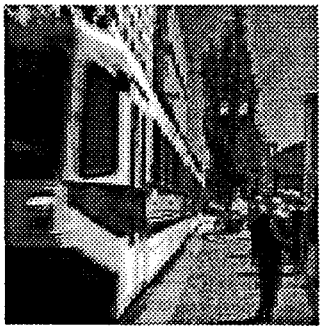
DRAFT

Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

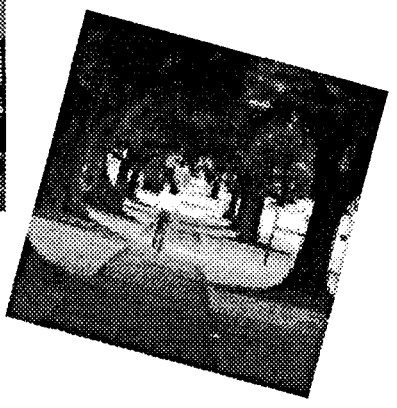
September 12, 2002

JPACT Draft





METRO

PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232-2736

Metro

People Places • open spaces

"It's better to plan for growth than ignore it."

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

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

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

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

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

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

Executive Officer
Mike Burton

Auditor
Alexis Dow, CPA

Council

Presiding Officer
District 3
Carl Hosticka

Deputy Presiding Officer
District 4
Susan McLain

District 1
Rod Park

District 2
Bill Atherton

District 5
Rex Burkholder

District 6
Rod Monroe

District 7
David Bragdon

Printed on recycled-content paper

METRO

Transportation Priorities 2004-2007 Program

Table of Contents

Metro Staff Contacts

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

TRANSPORTATION PRIORITIES 2004-07 Program Schedule

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

Introduction

A summary of the Transportation Priorities 2004-07 program and the application materials for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet.

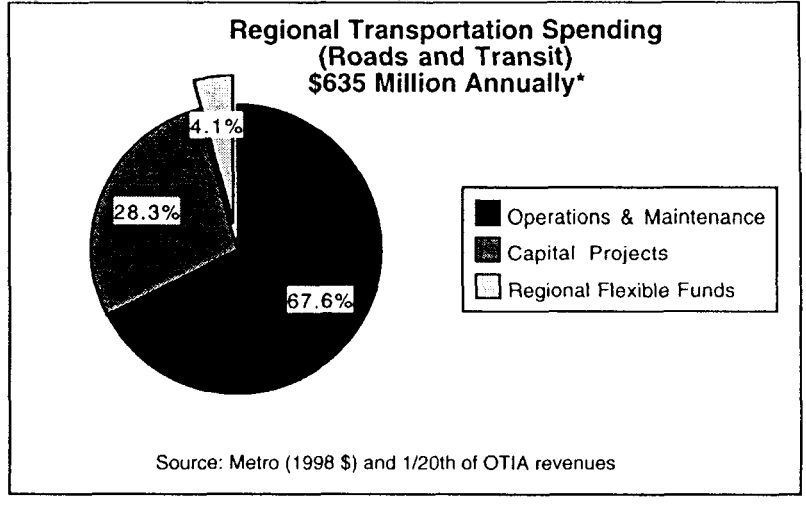
The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these funds. Metro anticipates allocating approximately $52 million of Surface Transportation Program (STP) and Congestion / Air Quality (CMAQ) grant funds.

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

Summary of Transportation Spending

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

Figure 1. Transportation Spending in the Portland Metropolitan Region



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

Policy Guidance

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

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

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

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

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

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will only be eligible for up to 70 percent regional match (see pages 11-12 for further explanation of regional match eligibility).

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

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

Transportation Priorities 2004-07 program and regional flexible funding

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

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process; the Surface Transportation Program (STP) and the Congestion Management / Air Quality (CMAQ) program. Approximately $52 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these funds.

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

Type of funding available

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

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets.

- **Congestion Mitigation / Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program.

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

Eligible applicants and project cost limits

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

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target for the maximum amount of project costs that may be submitted for funding consideration. These jurisdictions and the Parks and Recreation districts within their jurisdictional boundaries shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount.

Eligible projects

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

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

- A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or – 10%).

- Alternatively, a jurisdiction may petition JPACT and the Metro Council to propose amending a project that is currently in a publicly adopted plan to the financially constrained list based on the unanticipated modernization revenues the region received with the Oregon Transportation Investment Act (OTIA). Agreement must be reached through the local transportation coordinating committees that such projects fit within the target cost amounts for the Transportation Priorities 2004-07 program and that the cost of such projects will be accounted for within the sub-regional target costs of the next RTP update.

- The projects should be expected to result in a neutral or improved impact on air quality. The publicly adopted plan must meet Metro's public involvement requirements (see pages 37 and 38).

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible.

Application for funding of regional transportation related programs are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, contact Tom Kloster at 503-797-1832.

2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian, and bike systems. Projects that are proposed on facilities identified on these system maps must be consistent with the associated system functions.

3. Candidate projects must be included in the Financially Constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section "Eligible Projects."

4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.

5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than $200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro' Local Public Involvement Checklist (see items 1 through 9 on pages 37 and 38 of this packet). Projects included in the 2000 Regional Transportation Plan meet these standards.

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as their priority for application of regional flexible funds per item 10 on page 37 of this packet. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

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

Allocation process information

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

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

METRO

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

PROJECT SOLICITATION FORM
(complete this cover form for each candidate project)

1. **Project Title:**
2. **RTP Project No.:**
3. **Lead Agency** (i.e., responsible for match):
4. **Project Contact**:
   a. Name _____
   b. Title _____
   c. Phone _____
   d. Fax _____
   e. E-mail (if any) _____
   f. Mailing Address: _____

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

	PE	ROW	CONSTRUCTION	TOTAL
Federal				
Local				
Private				
TOTAL				

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

a. Street or Facility, if applicable

b. Termini or project boundaries.

c. Brief physical description of main project features (e.g., length, number and width of lanes, bike lanes and/or sidewalks, bridge crossings, medians, planting strip, etc.)

d. Explain current transportation problem and how the nominated project would address the problem.

e. Describe significant unique aspects of the project that transcend technical evaluation.

f. Provide photo(s) of project area; digital preferred (no more than five).

g. Attach 8.5" X 11" vicinity map indicating project and nearest major arterial intersection.

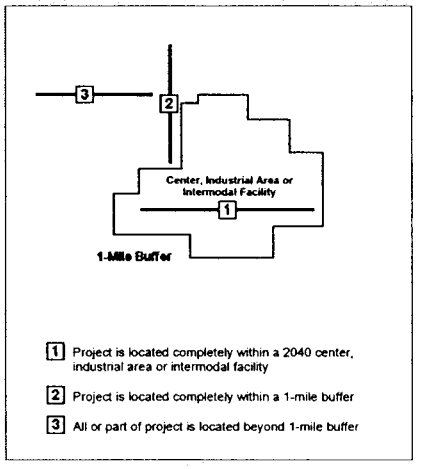
h. Complete the ODOT Prospectus, following. **Parts 1 and 2 must be completed for all projects.** Part 3 (Environmental Checklist) will be required of projects advanced to the semi-final candidate list. Consult with your ODOT Local Program Coordinator (Martin Andersen, at 503-731-8288, and Tom Weatherford, at 503-731-8238) if you have questions regarding elements of the form.

i. See the special instructions with the criteria and measures description for each modal category. Make sure the project description addresses all special instructions.

ODOT Prospectus Part 1 & 2

ODOT Prospectus Part 3

Regional Match Eligibility Summary



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

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

Road Capacity, Road Reconstruction, Transit, and Bicycle projects

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

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

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

Freight projects

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

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility[1] if the project facility directly serves the industrial area or inter-modal facility.

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

Bridge, Pedestrian, TOD and Green Street demonstration projects

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

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

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

TDM

See TDM evaluation sheet.

Planning

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

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

Bicycle Technical Evaluation Criteria

GOAL: Ridership (Usage) (25 points)

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

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

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

Points
10 High
7 Medium
3 Low

PLUS

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

Points
5 High
3 Medium
1 Low

PLUS

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

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

GOAL: Safety (20 points)
Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling.

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

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

Other safety factors: Multi-Use Path

Points	
5	Yes
0	No

GOAL: Address 2040 Land Use Objectives (40 points)

Regional Bikeway System Hierarchy from RTP (10 points)

Points	
10	Regional Access Function
7	Regional Corridor Function
3	Bikeway Connector Function

PLUS

Region 2040 Mapped Land Use Designation (10 points)

Points	
10	Central City, Regional and Town Centers, Main Streets, Industrial areas
7	Corridors and Employment Areas
3	Inner and Outer Neighborhoods

PLUS

Level of Community Focus (20 points) See Attachment A

GOAL: Cost Effectiveness (15 points)

Total project cost divided by ridership usage points

Points	
15	Low cost
8	Medium cost
3	High cost

Special notes and instructions for bike projects:
1. Provide specific alignment information for the entire project to facilitate ridership calculation.
2. Direct any questions to Bill Barber at 503-797-1758 or barberb@metro.dst.or.us.

Boulevard Technical Evaluation Criteria

GOAL: Reduce motor vehicle speeds (10 points)

Implement design elements that will help to reduce automobile speeds[1] along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

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

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

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

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

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

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

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

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

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

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

GOAL: Improve Safety (20 points)

Does project remove hazards to walking, biking and use of transit[1]? (10 points)

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

Project is located on a transit corridor. (4 points)

Project is located on regional bicycle system (3 points)

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

GOAL: Addresses 2040 Land Use Objectives (40 points)

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

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

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

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

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

Regional Street Design Hierarchy; Project is: (5 Points)

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

Level of Community Focus (20 points) – see Attachments A and B

Points	
20	High
10	Medium
0	Low

[1] Project includes actions to correct the following safety elements: 5 travel lanes, 12-foot lane widths or greater, travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, utilities) and high incidence of pedestrian and bicycle injuries).

GOAL: Cost-Effectiveness Criteria (15 points)

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

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

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

Special notes and instructions for boulevard projects:

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

Freight Technical Evaluation Criteria

GOAL: Addresses 2040 Land Use Objectives (40 points)

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

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

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

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

Reduction of truck freight out-of-direction travel

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

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

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

Improves opportunities for job retention and growth and economic development (High, Med, Low – 10 pts) Qualitative description that may reference RLS Study, the MPAC Jobs Subcommittee jobs memo, traded sector, high tech, and warehouse/distribution jobs.

GOAL: Cost effectiveness (20 points)

Hours of reduction in regional and local freight travel time v. project cost (High, Med, Low – 10 pts each)

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

Project improves safety, reviewing factors such as:

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

Special notes and instructions for freight projects:

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

Green Street Demonstration: Retrofit Project Technical Evaluation Criteria

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

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation; Project is located in:

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

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

Size of project area (10 pts)

Points	
10	High
7	Medium
3	Low

Design Elements (50 points)

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

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated v. project cost (High, Med, Low – 30 pts)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Direct any questions to Ted Leybold at 503-797-1759 or leyboldt@metro.dst.or.us.

Green Street Demonstration: New Construction Technical Evaluation Criteria

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

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation; Project is located in:

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

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

Size of project area (High, Med, Low – 10 pts)

Design Elements (50 points)

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

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated v. project cost (High, Med, Low – 30 pts)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Direct any questions to Ted Leybold at 503-797-1759 or leyboldt@metro.dst.or.us.

Green Street Demonstration: Culvert Project Technical Evaluation Criteria

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

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

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

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

Points	
25	High
15	Medium
5	Low

Quality of habitat at fish barrier passage (10 points)

Points	
10	High
7	Medium
3	Low

Presence of downstream fish barriers (15 points)

Points	
15	None
10	One
5	Two
0	Three or more

GOAL: Cost effectiveness (30 points)

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

Special notes and instructions for green street culvert demonstration projects:

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

Pedestrian Technical Evaluation Criteria

GOAL: Encourage Walking (25 points)

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

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

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

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

Points	
5	Completes missing sidewalk link
5	Removes pedestrian obstacles[3]

GOAL: Improve Safety (20 points)

Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment[4] and existence of sidewalks will be considered in determining critical safety problems.

Project addresses a documented safety problem. (10 Points)

Points	
10	High (>30 incidents during three-year period)
7	Medium (16-30 incidents during three-year period)
3	Low (0-15 incidents during three-year period)

Project location includes factors that deter walking.[5] (10 Points)

Points	
10	High (5 or more factors exist)
7	Medium (3-4 factors exist)
3	Low (less than 3 factors exist)

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

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

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

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

Pedestrian Technical Evaluation Criteria *(continued)*

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (10 points)

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

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

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

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

GOAL: Provide Mobility at Reasonable Cost (15 points)

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

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

Special notes and instructions for pedestrian projects:

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

Roadway Capacity Technical Evaluation Criteria

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

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

Points	
15	>1.0
10	>0.9
5	<0.9

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

Points	
10	>1.0
7	>0.9
3	<0.9

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

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

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

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

Points	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

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

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

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

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

Community Focus (20 points) See Attachment A

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

Cost per VHD eliminated in 2020: VHD = 2020 No-Build VHD - Build VHD

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

Special notes and instructions for roadway capacity projects:
1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Direct any questions to Terry Whisler at 503-797-1747 or whislert@metro.dst.or.us.

Roadway Reconstruction Technical Evaluation Criteria

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

2002 Condition: pavement base, etc. from ODOT

Points	
15	Fair
10	Poor
5	Very Poor

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

Points	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition: pavement base, etc. from ODOT

Points	
5	Fair
3	Poor
1	Very Poor

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

Points	
0	Fair
3	Poor
5	Very Poor

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

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

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

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

GOAL: Enhance Safety (20 points)
A panel of transportation professionals will rank projects based on a description of safety issues, including:
- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

Points	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

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

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

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

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

Community Focus (20 points) See Attachment A

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

Cost/Year 2020 Vehicles or VMT

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

- Note.

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

Transportation Demand Management (TDM) Regional Core Program

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

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

TDM Program: TMA Assistance and Region 2040 Initiatives

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

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

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

Points	
35	High
20	Medium
5	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Region 2040 Mapped Land Use Designation (10 points)

Points	
10	Central City, Regional and Town Centers, Main Streets, Industrial areas
7	Corridors and Employment Areas
3	Inner and Outer Neighborhoods

PLUS

Number of Employers and Employees Served By Project/Program (10 points)

Points	
10	High
7	Medium
3	Low

PLUS

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

GOAL: Cost Effectiveness (25 points)

Total Project Cost divided by Alternative Modal Share increase points

Points	
25	Low cost
10	Medium cost
5	High cost

Special notes and instructions for TDM projects:

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

TOD Technical Evaluation Criteria

GOAL: Increase Mode Share (25 points)

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

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

GOAL: Density Criteria (20 points)

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

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

GOAL: 2040 Criteria (40 points)

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

Points	
10	Central City or Regional Center
5	Town Center, Main Street or Station Community
2	Corridor
0	Other

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

Points	
10	High change
5	Medium change
0	Low change

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

GOAL: Cost-Effectiveness Criteria (15 points)

Cost per VMT reduced

Points	
15	Low cost/VMT reduced
8	Medium cost/VMT reduced
0	High cost/VMT reduced

Special notes and instructions for TOD projects:

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

Transit: Start-up Service Technical Evaluation Criteria

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

GOAL: Increase Ridership (35 points)

New Boardings per vehicle revenue hour

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

GOAL: Address 2040 Land Use Objectives (40 points)

Access to Centers; Central City, Regional and Town centers (10 points)
Number of centers served

Access to Mixed Use development (10 points)

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

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

GOAL: Provide Cost Effective Improvements (25 points)

Cost/New Boarding

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

Transit: Capital Technical Evaluation Criteria

GOAL: Increase Service Efficiency (20 points)

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

Points	
20	High transit service hours saved
13	Medium transit service hours saved
5	Low transit service hours saved

GOAL: Improve passenger experience (20 points)

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

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

GOAL: Address 2040 Land Use Objectives (40 points)

Project location

Points	
20	Tier I land use area (Central City, regional center, industrial area)
13	Tier II land use area (Town center, main street, station community)
5	Tier III land use area (Inner and outer neighborhoods, employment area)

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

GOAL: Provide Cost Effective Improvements (20 points)

Cost/Service hour saved (10 points)

Points	
10	Low cost per service hour saved
5	Medium cost per service hour saved
0	High cost per service hour saved

Cost/Riders served with new amenities (10 points)

Points	
10	Low cost per rider served
5	Medium cost per rider served
0	High cost per rider served

Special notes and instructions for transit projects:

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

Attachment A: Measure of Level of Community Focus

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

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

1. Progress in developing and quality of the mixed use center[1] (10 points)

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

___ Concept or Vision plan only
___ Comprehensive plan adopted
___ New zoning in compliance with Comprehensive or Concept plan adopted
___ New development code regulations in compliance with Comprehensive or Concept plan adopted
___ Plan is in compliance with 2040 target densities

What financial tools are available for mixed use plan implementation?

___ Market based implementation plan adopted[2]
___ Tax increment financing available or programmed/budgeted; amount $_____ (if known)
___ Local improvement district funding available or programmed/budgeted; amount $_____ (if known)
___ Tax abatement program available or programmed/budgeted; amount $_____ (if known)
___ General fund monies programmed or budgeted; amount $_____ (if known)
___ Other; please specify _____

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

___ Please list; _____

Have/are other private investments being made?

___ Please list; _____

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

_____

_____

_____

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

_____

2. Local objectives (10 points)

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

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

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

Attachment B: Boulevard Project Checklist

Attachment C: Pedestrian Project Checklist

Additional Qualitative Considerations

(formerly referred to as Administrative Factors)

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

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

(Limit responses to 200 words or less.)

Local Public Involvement Checklist

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

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

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

A. Checklist

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

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

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

Maintain list of interested and affected parties.

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

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

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

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

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

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

METRO
PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232-2736

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

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

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

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

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

Keep record of comments received and response provided.

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

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

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

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

B. Summary of Local Public Involvement Process

Please attach a summary (maximum 2 pages) of the key elements of the public involvement process for this plan, program or group of projects.

C. Certification Statement

_____
(project sponsor)

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

_____
(Signed)

_____
(Date)

TRIMET

Date: September 12, 2002

To: JPACT

From: Bruce Harder, Executive Director Finance & Administration

Subject: Tri-Met Finance Overview/Forecast

- Financial Outlook: Recent history and future prospects
- Payroll Tax Revenue: The gap between forecasted and estimated revenues for FY02, FY03 and thereafter

Tri-Met Payroll Tax

9/9/02

Fiscal Year	Actual FY96	Actual FY97	Actual FY98	Actual FY99	Actual FY00	Actual FY01	Actual FY02	Actual FY03	Notes
Jul	$2,720,402	$4,448,808	$5,420,028	$5,910,989	$5,190,850	$6,316,512	$4,847,109	$6,995,707	
Aug	$19,994,225	$20,931,524	$24,450,488	$25,332,863	$26,518,495	$29,930,633	$30,680,537	$27,204,622	
Sep	$358,356	$375,672	$108,992	$446,287	$353,765	$847,913	$1,311,339	$174,172	<= as of 9/9/02
1st Quarter	**$23,072,983**	**$25,756,005**	**$29,979,507**	**$31,690,140**	**$32,063,111**	**$37,095,059**	**$36,838,985**	**$34,374,501**	
% Change		11.6%	16.4%	5.7%	1.2%	15.7%	-0.7%	-6.7%	
% Annual	23.0%	22.8%	24.3%	24.3%	23.3%	24.6%	25.1%		
Oct	$3,638,277	$5,660,885	$4,880,411	$5,105,426	$4,760,667	$5,201,656	$5,050,799		
Nov	$20,574,739	$21,706,813	$23,797,750	$26,013,953	$28,640,918	$31,722,533	$27,841,867		
Dec	$680,375	$466,678	$547,346	$882,388	$514,310	$640,579	$819,155		
2nd Quarter	**$24,893,391**	**$27,834,377**	**$29,225,507**	**$32,001,767**	**$33,915,895**	**$37,564,768**	**$33,711,821**		
% Change		11.8%	5.0%	9.5%	6.0%	10.76%	-10.26%		
% Annual	24.8%	24.7%	23.7%	24.6%	24.6%	24.87%	23.01%		
Jan	$3,943,839	$3,971,831	$3,119,752	$5,113,958	$5,147,907	$3,799,214	$4,845,974		
Feb	$21,915,308	$25,315,721	$28,134,875	$29,102,479	$30,942,763	$33,252,962	$29,632,935		
Mar	$462,552	$462,561	$1,567,652	$189,633	$571,897	$935,704	$1,046,281		
3rd Quarter	**$26,321,699**	**$29,750,114**	**$32,822,279**	**$34,406,069**	**$36,662,567**	**$37,987,880**	**$35,525,189**		
% Change		13.0%	10.3%	4.8%	6.6%	3.6%	-6.5%		
% Annual	26.2%	26.4%	26.6%	26.4%	26.6%	25.2%	24.2%		
Apr	$2,886,672	$3,424,406	$5,080,674	$5,409,615	$4,189,325	$3,519,620	$4,539,285		
May	$22,811,780	$25,276,980	$25,517,686	$26,158,025	$30,399,932	$33,794,330	$32,941,553		
Jun	$334,930	$785,555	$592,149	$644,006	$628,638	$1,053,902	$2,975,073		
4th Quarter	**$26,033,383**	**$29,486,942**	**$31,190,510**	**$32,211,647**	**$35,217,895**	**$38,367,852**	**$40,455,911**		
% Change		13.3%	5.8%	3.3%	9.3%	8.9%	5.4%		
% Annual	25.9%	26.1%	25.3%	24.7%	25.5%	25.4%	27.6%		
Total FY	**$100,321,456**	**$112,827,437**	**$123,217,803**	**$130,309,622**	**$137,859,468**	**$151,015,559**	**$146,531,906**	**$147,800,000**	
% Change		12.5%	9.2%	5.8%	5.8%	9.5%	-3.0%	(FY03 Forecast)	

Source: Oregon Department of Revenue

Service Increases in Fixed Route Equivalents (FY92-FY08)

	% Change in Fixed Route Equivalents						
Fiscal Year	*Bus*	*MAX*	*Streetcar*	*Com. Rail*	*Subtotal*	*ATP*	*Total*
1991	2.0%	0.3%	0.0%		2.4%		2.4%
1992	2.4%	0.2%	0.0%		2.6%	0.0%	2.6%
1993	3.4%	0.2%	0.0%		3.6%	1.6%	5.2%
1994	5.3%	0.1%	0.0%		5.4%	1.6%	7.1%
1995	2.4%	-0.1%	0.0%		2.3%	1.2%	3.5%
1996	2.3%	0.2%	0.0%		2.4%	2.0%	4.4%
1997	-0.1%	0.0%	0.0%		-0.1%	1.9%	1.8%
1998	2.6%	0.7%	0.0%		3.3%	1.3%	4.5%
1999	3.5%	7.2%	0.0%		10.7%	1.5%	12.2%
2000	3.2%	1.2%	0.0%		4.4%	1.4%	5.8%
2001	1.0%	0.1%	0.0%		1.2%	1.0%	2.1%
2002	0.7%	1.8%	0.9%		3.4%	1.1%	4.4%
2003 (budget)	0.0%	1.2%	0.0%		1.2%	1.6%	2.8%
2004 (projected)	0.0%	0.0%	0.0%		0.0%	1.4%	1.4%
2005 (projected)	0.0%	3.3%	0.0%		3.3%	1.2%	4.5%
2006 (projected)	0.0%	0.3%	0.0%	0.5%	0.9%	1.3%	2.1%
2007 (projected)	0.8%	0.0%	0.0%	0.0%	0.8%	1.1%	1.9%
2008 (projected)	0.8%	2.1%	0.0%	0.0%	2.9%	1.2%	4.0%
Avg Chnge ('92-02)	*2.5%*	*1.3%*	*0.1%*	*0.0%*	*3.6%*	*1.6%*	*4.8%*
Total Chnge ('92-02)	*27.6%*	*13.8%*	*14.2%*	*0.0%*	*42.7%*	*16.9%*	*59.6%*
Avg Chng ('02-'08,	*0.3%*	*1.1%*	*0.0%*	*0.1%*	*1.5%*	*1.2%*	*2.7%*
Total Chng ('02-08)	*1.7%*	*7.0%*	*0.0%*	*0.5%*	*9.3%*	*7.9%*	*47.1%*
Avg Chng ('92-08)	*1.7%*	*1.3%*	*0.1%*	*0.0%*	*2.8%*	*1.6%*	*3.9%*
Total Chnge ('92-08)	*27.6%*	*23.9%*	*1.3%*	*0.8%*	*40.0%*	*28.3%*	*84.2%*

General Fund

o Inflated Dollars

(000s)	FY2001 ACTUAL	FY2002 FORECAST	FY2003 FORECAST	FY2004 FORECAST	FY2005 FORECAST	FY2006 FORECAST	FY2007 FORECAST	FY2008 FORECAST
Revenues:								
A. Passenger Revenue	51,702	53,191	54,431	58,440	63,521	69,746	71,715	78,045
B. Other Operating Revenue	15,433	17,217	23,849	22,439	23,214	26,295	27,304	28,279
C. Employer/Municipal Payroll Tax	151,578	146,228	147,837	158,333	174,958	187,555	201,059	215,535
D. Self Employed Tax	6,558	7,289	6,926	7,520	7,437	7,891	8,372	8,883
E. State In-Lieu	1,675	1,941	2,236	2,297	2,401	2,499	2,602	2,709
F. Grants & Capital Reimbursement	39,020	40,863	45,782	46,798	40,848	39,826	36,833	38,869
G. Interest	8,392	3,472	3,322	3,783	3,448	3,276	3,161	2,744
H. ATP-Cigarette Tax, Agency	3,925	3,510	3,286	3,510	3,588	3,668	3,749	3,833
I. Total Continuing Revenues (CR)	278,283	273,711	287,668	303,120	319,414	340,756	354,796	378,897
Expenditures, Current Service:								
J. Bus Operations	116,421	120,342	126,783	131,192	135,924	141,856	148,754	155,966
K. Rail Operations (incl. Ptld. Streetcar)	35,293	37,308	41,329	44,804	43,858	45,675	47,830	49,606
L. Field Services		9,436	9,414	9,756	10,170	10,660	11,214	11,809
M. Accessible Transportation Programs	24,481	27,858	33,429	35,764	38,119	40,660	43,185	45,892
N. Capital Projects & Facilities	9,937	12,140	10,148	10,235	10,579	10,998	11,515	12,079
O. General & Administration	37,744	48,459	36,486	36,992	36,928	38,490	40,380	42,448
P. Transfer to Capital Fund-Projects	17,917	15,178	28,190	28,109	26,064	29,449	32,681	33,480
Q. Debt Service	9,417	11,013	11,129	11,048	16,531	15,263	14,989	9,958
Expenditures, Future Service								
R. Bus Operations: Peak, Reliability, New				0	0	0	1,436	3,003
S. Rail Operations: Airport to CBD				0	0	0	0	1,711
T. Rail Operations: Interstate MAX					4,672	5,859	6,123	6,398
U. Rail Operations: Peak Increases				0	0	725	757	791
V. Rail Operations: WCCR						3,417	4,284	4,477
W. Continuing Expenditures Less Capital	233,293	266,556	268,718	279,791	296,782	313,604	330,465	344,138
X. Total Continuing Expenditures (CE)	251,210	281,734	296,908	307,900	322,846	343,053	363,146	377,618
Y. General Fund Results	27,073	(8,023)	(9,239)	(4,780)	(3,432)	(2,298)	(8,350)	1,279
Z. Beginning Working Capital	70,170	91,000	82,977	73,738	68,957	65,526	63,228	54,878
AA. Months of Operating Expense	3.6	4.1	3.7	3.2	2.8	2.5	2.3	1.9
AB. Working Capital Over (Under) 3 Mos.	11,847	24,361	15,798	3,790	(5,238)	(12,875)	(19,388)	(31,156)

ROAD USER FEE Task Force

Home
Members
Meetings
Documents
Timeline
Enabling Law
Public Hearings
Presentations
Current Status

Timeline

November 2001 — RUFTF Appointed by Governor, Speaker of House and President of Senate -*completed*

November 30, 2001 — RUFTF first meeting -*completed*

- **Decisions**: Organizational matters -*completed*
- Presentation: Background on current transportation funding system
- Presentation: Overview of potential alternatives to Current transportation funding system
- Discussion: potential concepts/ consultant services
- Discussion: task force timeline
- Discussion: public education and communications
- Public comment

January 15, 2002 — Stakeholders meeting -*completed*

- Introduction to RUFTF (HB 3946)
- Introduction to stakeholder process
- Discussion: stakeholders interface with RUFTF
- Stakeholder input on RUFTF Timeline
- Discussion: philosophy for RUFTF process
- Discussion: criteria for designing new system
- Identification of research projects/ Work groups identified

February 1, 2002 — RUFTF meeting -*completed*

- **Staff Report**: Interaction with stakeholders on Framework for Analysis
- Discussion of Framework for Analysis (principles, approaches, evaluation criteria)
- Review of existing studies of alternatives
- Discussion and evaluation of the study approaches presented
- Identification of research items and data requirements — Technology Feasibility/ Discussion of consultation needs
- Development of Public Outreach Model (message, presentations, timing, involvement)
- Discussion of Meeting Schedule and Timeline
- Public Comment

March 8, 2002 - RUFTF meeting -*completed*

- **Discussion**: Recommendations for the design of pilot programs
- Evaluation of rural road data
- Continued discussion of potential new system design
- Identification of research items and data requirements
- **Discussion**: Consultation needs/ Design of RFP(s)
- **Decision**: Adoption of Mission Statement -*completed*
- **Decision**: Public Outreach Model -*completed*
- **Decision**: Meeting schedule -*completed*
- **Decision**: Timeline -*completed*
- Public Comment

April 12, 2002 — RUFTF meeting (Salem) -*completed*

- Further development of new system design
- Identification of potential legal constraints
- Identification of research items and data requirements — Revenue estimates and implementation costs
- **Discussion**: Recommendations for the design of pilot programs
- Evaluation of tolling pilot project nominees
- **Discussion**: Pilot program evaluation criteria
- Public Comment

April 26, 2002 — House Transportation Committee

- RUFTF presents status report -*completed*

May 2, 2002 RUFTF Public Outreach Begins (Pendleton) - *completed*

- Public Presentation and Hearing in Pendleton (evening)

May 3, 2002 – RUFTF meeting (Pendleton) -*completed*

- **Staff Report**: Status of Public Outreach effort
- Invited public participation from local area
- **Discussion**: Preparation of new system design options for evaluation by ODOT staff and consultants
- Public Comment

May 16, 2002 – Senate General Government Committee - *completed*

- RUFTF presents status report -*completed*

June 4, 2002 – RUFTF Public Outreach Meeting (Portland) - ***completed***

- Public Presentation and Hearing in Portland (evening)

June 24, 2002 – Stakeholders Meeting -***completed***

- **Discussion:** RUFTF potential new system design

July 11, 2002 – RUFTF Public Outreach Meeting (Coos Bay) - ***completed***

- Road Tour (Hwy 20 and Hwy 101)
- Public Presentation and Hearing in Coos Bay (evening)

July 12, 2002 - RUFTF meeting (Coos Bay) -***completed***

- **Discussion**: Recommendations for the design of pilot programs
- **Decision**: Preparation of new system design options for evaluation by ODOT staff and consultants
- Public comment

July to September 2002 – RUFTF new system options evaluated by ODOT staff and consultants/ Draft of Recommended Preliminary Report to Legislature prepared by ODOT staff and consultants

July/September, 2002 – Stakeholders meeting

- **Discussion**: RUFTF potential new system design
- Work Group progress reports

September 6, 2002 – RUFTF meeting (Salem)

- **Decision**: Adoption of proposed new system design options for inclusion in the Preliminary Report to the Oregon Legislative Assembly
- Review and revision of staff Recommended Preliminary Report to Legislature
- **Decision**: Adoption of Preliminary Report to Legislature
- **Staff Report**: Assessment of pilot program design issues
- **Discussion**: Consideration of RUFTF priorities for the testing of new system design options
- Public Comment

September 30, 2002 – RUFTF preliminary report to Legislature on new system design options delivered to House Transportation

Committee

October (early) 2002 – RUFTF Public Outreach Meeting (Eugene)

- Public Presentations and Hearings in Eugene

October 2002 – RUFTF members, ODOT staff and consultants present preliminary findings to House Transportation Committee.

October 2002 - Stakeholders meeting

- **Discussion**: legislative concepts

November 2002 – ODOT staff and consultants complete primary elements of the final report to the Legislature.

November 2002 to June 2003 – Preparation for Phase II. Staff and consultants prepare alternative pilot program approaches for options testing, develop evaluation criteria (with advice of task force) and develop refined cost estimates.

November (mid) 2002 - RUFTF meeting (Salem)

- **Decision**: consideration and adoption of legislative concepts for pre-session filing
- **Staff Report**: Progress toward development of technical design for pilot programs
- **Discussion**: Recommendations for the design of pilot programs including consideration of RUFTF priorities for options to be tested
- **Decision**: Pilot program evaluation criteria
- Public Comment

December (early) 2002 – RUFTF staff submits legislative concepts to Legislative Counsel by December 15th.

January 2003 - RUFTF meeting

- **Staff Report**: Progress toward development of technical design for nominee pilot programs
- **Decision**: establishment of RUFTF priorities for options to be tested
- **Decision**: evaluates and adjusts recommended testing evaluation criteria
- **Decision**: review and evaluate Public Outreach Model
- Public Comment

March 2003 - RUFTF meeting

- Status reports
- Public Comment
- Preparation of Report to Legislature
- Presents Report to Legislature

May 2003 - RUFTF meeting

- Status Reports
- Public Comment
- Review Public Outreach efforts
- Reviews staff prepared final report on Phase I.

July 1, 2003 – Statutory deadline to begin Phase II (Pilot Testing)

Home | Members | Meetings | Documents | Timeline | Enabling Law | Public Hearings

Updated July 16, 2002

Privacy & Information Disclosure

JPACT Members and *Alternates*

COURTESY_TITL	FIRST_NAMI	MIDDLE_NAMI	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	E	SUITE	CITY	STATE	ZIPCODE
The Honorable	**Rod**		**Monroe**	**Metro**	**Chair**	**600 NE Grand Ave.**			**Portland**	**OR**	**97232-2736**
The Honorable	**Rex**		**Burkholder**	**Metro**	**Metro**	**600 NE Grand Ave.**			**Portland**	**OR**	**97232-2736**
The Honorable	**Rod**		**Park**	**Metro**	**Mero**	**600 NE Grand Ave.**			**Portland**	**OR**	**97232-2736**
The Honorable	*Carl*		*Hosticka*	*Metro*	*Metro*	*600 NE Grand Ave.*			*Portland*	*OR*	*97232-2736*
The Honorable	**Bill**		**Kennemer**	**Clackamas County**	**Clackamas County**	**907 Main St.**			**Oregon City**	**OR**	**97045-1882**
The Honorable	*Michael*	*J*	*Jordan*	*Clackamas County*	*Clackamas County*	*906 Main St.*			*Oregon City*	*OR*	*97045-1882*
The Honorable	**Maria**		**Rojo de Steffey**	**Multnomah County**	**Multnomah County**	**501 SE Hawthorne Blvd.**	**Room**		**Portland**	**OR**	**97214-3585**
The Honorable	*Lonnie*		*Roberts*	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Room*	*600*	*Portland*	*OR*	*97214-3585*
The Honorable	**Roy**		**Rogers**	**Washington County**	**Washington County**	**12700 SW 72ND Ave.**			**Portland**	**OR**	**97223-8335**
The Honorable	*Tom*		*Brian*	*Washington County*	*Washington County*	*155 N. 1st Ave.*	*MS*	*22*	*Hillsboro*	*OR*	*97124-3001*
The Honorable	**Jim**		**Francesconi**	**City of Portland**	**City of Portland**	**1221 SW 4th Ave.**	**Room**	**220**	**Portland**	**OR**	**97204-1906**
The Honorable	*Vera*		*Katz*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Room*	*340*	*Portland*	*OR*	*97204-1907*
The Honorable	**Karl**		**Rohde**	**Oswego**	**County**	**PO Box 227**			**Oswego**	**OR**	**97034-0369**
The Honorable	*Brian*	*M*	*Newman*	*City of Milwaukie*	*Cities of Clackamas County*	*10110 SE Waverly Ct.*	*#*	*19*	*Milwaukie*	*OR*	*97222*
The Honorable	**Larry**		**Haverkamp**	**City of Gresham**	**County**	**1333 NW Eastman Pkwy.**			**Gresham**	**OR**	**97030-3825**
The Honorable	*James*	*W*	*Kight*	*City of Troutdale*	*Cities of Multnomah County*	*950 Jackson Park Rd.*			*Troutdale*	*OR*	*97060-2114*
The Honorable	**Robert**		**Drake**	**City of Beaverton**	**County**	**PO Box 4755**			**Beaverton**	**OR**	**97076-4755**
The Honorable	*Lou*		*Ogden*	*City of Tualatin*	*Cities of Washington County*	*21040 SW 90TH Ave.*			*Tualatin*	*OR*	*97062-9346*
Mr.	**Fred**		**Hansen**	**Tri-Met**	**Tri-Met**	**4012 SE 17th Ave.**			**Portland**	**OR**	**97202**
Mr.	*Neil*		*McFarlane*	*Tri-Met*	*Tri-Met*	*710 NE Holladay St.*			*Portland*	*OR*	*97232*
Ms.	**Kay**		**Van Sickel**	**ODOT**	**ODOT**	**123 NW Flanders St.**			**Portland**	**OR**	**97209-4037**
Mr.	*Bruce*		*Warner*	*ODOT*	*ODOT*	*355 Capitol St., NE*	*Room*	*135*	*Salem*	*OR*	*97301-3871*
Ms.	**Stephanie**		**Hallock**	**DEQ**	**Oregon DEQ**	**811 SW 6TH Ave.**			**Portland**	**OR**	**97204**
Mr.	*Andy*		*Ginsburg*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*	*Floor*	*11*	*Portland*	*OR*	*97204*
Ms.	*Annette*		*Liebe*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*			*Portland*	*OR*	*97204-1390*
Mr.	**Don**		**Wagner**	**WSDOT**	**Washington State DOT**	**PO Box 1709**			**Vancouver**	**WA**	**98668**
Ms.	*Mary*		*Legry*	*WSDOT*	*Washington State DOT*	*PO Box 1709*			*Vancouver*	*WA*	*98668*
Mr.	**Bill**		**Wyatt**	**Port of Portland**	**Port of Portland**	**PO Box 3529**			**Portland**	**OR**	**97208**
Mr.	*David*		*Lohman*	*Port of Portland*	*Port of Portland*	*PO Box 3529*			*Portland*	*OR*	*97208*
The Honorable	**Royce**	**E**	**Pollard**	**City of Vancouver**	**City of Vancouver**	**PO Box 1995**			**Vancouver**	**WA**	**98668**
Mr.	*Dean*		*Lookingbill*	*RTC*	*SW Washington RTC*	*1351 Officers Row*			*Vancouver*	*WA*	*98661*
The Honorable	**Craig**		**Pridemore**	**Clark County**	**Clark County**	**PO Box 5000**			**Vancouver**	**WA**	**98666-5000**
Mr.	*Peter*		*Capell*	*Clark County*	*Clark County*	*PO Box 9810*			*Vancouver*	*WA*	*98666-9810*

307

LUTATION	PHONE	FAX	CONTACT
uncilor Monroe	**503-797-1588**	**503-797-1793**	**Rooney Barker, x1941**
uncilor Burkholder	**503-797-1546**	**503-797-1793**	**Sheri Humble, x1543**
uncilor Park	**503-797-1547**	**503-797-1793**	**Rooney Barker, x1941**
uncilor Hosticka	*503-797-1549*	*503-797-1793*	*Rooney Barker, x1941*
mmissioner Kennemer	**503-655-8581**	**503-650-8944**	**Sherry McGinnis**
mmissioner Jordan	*503-655-8581*	*503-650-8944*	
mmissioner Rojo de Steffe	**503-988-5220**	**503-988-5440**	**Shelly Romero, 988-4435**
mmissioner Roberts	*503-988-5213*	*503-988-5262*	*Bret Walker, 503-988-5213*
mmissioner Rogers	**503-620-2632**	~~503-693-4545~~	**Himself**
mmissioner Brian	*503-846-8681*	~~503-693-4545~~	*Barbara*
mmissioner Francesconi	**503-823-3008**	**503-823-3017**	**Pam 823-3008**
yor Katz	*503-823-4120*	*503-823-3588*	*Judy Tuttle*
uncilor Rohde	**503-636-2452**	**503-636-2532**	**Himself**
uncilor Newman	*503-652-5298*	*503-654-2233*	*Himself*
uncilor Haverkamp	**503-618-2584**	**503-665-7692**	**Molly**
uncilor Kight	*503-667-0937*	*503-667-8871*	*Himself or Nina (Nine-ah)*
yor Drake	**503-526-2481**	**503-526-2479**	**Joyce or Julie**
yor Ogden	*503-692-0163*	*503-692-0163*	
Hansen	**503-962-4831**	**503-962-6451**	**Kelly**
McFarlane	*503-962-2103*	*503-962-2288*	*Kimberly Lord*
. Van Sickel	**503-731-8256**	**503-731-8259**	**Jane Rice**
Warner	*503-986-3435*	*503-986-3432*	*Katie*
. Hallock	**503-229-5300**	**503-229-5850**	
Ginsburg	*503-229-5397*	*503-229-5675*	*Linda Fernandez,*
Liebe	*503-229-6919*	*503-229-5675*	*229-5388*
Wagner	**360-905-2001**	~~360-905-2222~~	**Kim Dabney**
Legry	*360-905-2014*	~~360-905-2222~~	
Wyatt	**503-944-7011**	**503-944-7042**	**Darla or Pam**
Lohman	*503-944-7048*	*503-944-7222*	*Patty Freeman*
yor Pollard	**360-696-8484**	**360-696-8049**	**Peggy Furnow (or Jan)**
Lookingbill	*360-397-6067*	*360-696-1847*	
nmissioner Pridemore	**360-397-2232**	**360-397-6058**	**Susan Wilson or Tina**
Capell	*360-397-6118, x4071*	*360-397-6051*	*Lori Olson, x4111*

COMMITTEE TITLE **JPACT**

DATE **September 12, 2002**

NAME	AFFILIATION
Rod Monroe	Metro Council
Rex Burkholder	Metro Council
FRED HANSEN	TRIMET
ROB DRAKE	CITIES OF WASHINGTON CO.
Dean Lookingbill	City of Van (alt.)
Bill Kennemer	Clackamas Co
Maria Rojo de Steffey	Multnomah Cty.
Larry Haverkamp	Cities of Mult. Co.
PETER CAPELL	CLARK COUNTY
KAY VAN SICKEL	ODOT
KARL ROHDE	C[3]
ROY ROGERS	Washington County
Jim Francesconi	City of Portland
Atkinson	metro.
Dick Feeney	Tri-Met
OLIVIA CLARK	" "
Kathy Lehtola	Washington County
Dave Williams	ODOT

COMMITTEE TITLE **JPACT**

DATE **September 12, 2002**

NAME	AFFILIATION
John Gillam	City of Portland
John Wiebke	City of Hillsboro
Dave Nordberg	DEQ
ALICE ROUYER	CITY OF MILWAUKIE
Phil Selinger	TRIMET
Neil McFarlane	"
THAMES ROZANSKI	City of VANCOUVER
Steve Kelley	Washington County
	Metro
JIM STRATHMAN	PSU
Deborah Murdock	PSU
Bob Duehmig	OHSU
Linda Floyd	City of Wilsonville / SMART
Susie Lahsene	Port of Portland
John Houser	Metro
Karen Schilling	Multnomah County
	Clackamas County
Ron Papsdorf	Cities of Mult. Co.

COMMITTEE TITLE **JPACT**

DATE **September 12, 2002**

NAME	AFFILIATION
Lynn Peterson	Consultant
Bruce Harden	Tri-Met