STAFF REPORT

FOR THE PURPOSE OF ENDORSING THE FINDINGS AND RECOMMENDATIONS OF THE CORRIDOR INITIATIVES PROJECT.

Date: July 2, 2001 Presented by: Richard Brandman

PROPOSED ACTION

This resolution would endorse the findings and recommendations of the Corridor Initiatives project. It adopts a work program for completing required planning work on the corridors identified in Chapter 6 of the 2000 Regional Transportation Plan (RTP) as needing additional work prior to adoption of an improvement or action to meet the identified transportation need. It also directs staff to further define an action plan for completion of corridor refinement work and to develop related amendments to the RTP, as required by the Oregon State Transportation Planning Rule (TPR).

EXISTING LAW

The TPR (section 660-12-020) requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows an MPO to defer decisions regarding function, general location and mode as long as it can demonstrate that the refinement effort will be completed within three years. On June 15, 2001, the 2000 RTP was acknowledged by the Land Conservation and Development Commission (LCDC). As part of the acknowledgement process, LCDC continued a decision to amend the TPR to allow Metro to adopt an action plan that exceeds the current three-year timeframe. LCDC is expected to make this TPR change in the coming year.

FACTUAL BACKGROUND AND ANALYSIS

Chapter 6.7.4 of the 2000 RTP identifies transportation corridors where multi-modal refinement planning is warranted before specific projects and actions that meet the identified need can be adopted by the RTP. Chapter 6.7.5 lists specific corridors where a need and a recommended action have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur. Chapter 6.7.6 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation.

Due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort to develop a strategy for their completion as part of the Corridor Initiatives project. A technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, and the cities of Multnomah, Clackamas and Washington county, ODOT, the City of Portland, Port of Portland and Tri-Met were established.

As part of the process the list of 16 corridors needing refinements or studies in Chapter 6 of the RTP was reviewed. One corridor, I-205, was split into two sections for planning purposes.

Another corridor, I-5/Barbur Boulevard, from downtown Portland to Tigard, was added to the list due to its significant transportation needs, regional significance and the multi-modal nature of the potential solutions.

Metro staff and the TAC developed and implemented a technical evaluation process. The PMG reviewed and approved the criteria and results of the technical evaluation. The evaluation assessed and compared the corridors with respect to five major criteria:

- Support of key 2040 land uses
- Congestion
- Support of 2040 transit plans
- Support of 2040 freight goals
- Safety and reliability

A summary of the evaluation findings, including a ranking of the corridors into tiers based on overall point score, is contained in Attachment 1 to this staff report. The technical evaluation methods, including the criteria, the associated measures and the scoring system, are detailed in Attachment 2. The detailed point scoring summary for each measure is contained in Attachment 3.

In addition to the technical evaluation, Metro staff, the TAC and the PMG considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Metro staff and Councilors met with Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the Clackamas County Mayors and Managers. Feedback regarding non-technical issues was requested and received from each committee and incorporated into the work program. A public meeting was held on June 18, 2001 where information was provided to, and feedback was solicited from, the general public. The Metro Council Community Planning Committee is tentatively scheduled to hold a public outreach session on the process on July 17, 2001.

A summary of the technical and community outreach results to date is contained in Attachment 1 to this staff report. Those corridors that demonstrated the more urgent planning needs and a level of jurisdictional interest considered sufficient to support a successful project were then reviewed. Many of these corridors already had planning activities taking place or planned. Proposed actions were developed for the remaining corridors.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) REVIEW

TPAC reviewed the resolution on June 29, 2001. In addition to several minor clarifications, TPAC suggested that the action plan for completion of corridor refinement work be tracked and modified annually as part of the Unified Work Program and it also coordinate planning work with RTP projects within each corridor. These changes have been incorporated into this resolution package.

RECOMMENDED ACTION

It is recommended that the Work Program for Corridor Refinement Planning (Exhibit A to the resolution) through 2020 be adopted. In addition, it is recommended the Metro develop multi-modal corridor plans for the Highway 217 and the Powell/Foster Corridors in the 2001-05 period.

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to support these planning effort. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs.

It is also recommended that Metro staff and the Corridor Initiatives advisory committees undertake additional work to further develop the Work Program over the next several months. Additional work will include further identification of unresolved issues and next steps, a funding strategy, coordination with other project development activities and common scope and methodological approaches. Staff would also develop an amendment to the RTP to incorporate relevant portions of the corridor refinement work program to be adopted by ordinance in the fall of 2001.

BUDGET IMPACT
None.

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# Corridor Initiative Findings

**ATTACHMENT 1**
Staff Report to Res. No. 01-xxxx

## Technical Evaluation Summary

### Purpose

In conjunction with jurisdictional and community interest, the technical evaluation will help prioritize corridor planning studies described in the Regional Transportation Plan for long-term transit, highway, pedestrian and bicycle improvements.

### Criterion Description

**Support of Key Land Uses**
Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas).

**Congestion**
Measures ability to get around in the region.

**Support of 2040 Transit Goals**
Assessment of future transit needs and deficiencies in each corridor.

**Support of 2040 Freight Goals**
Measures the importance of the corridor to freight movement.

**Safety and Reliability**
Identified areas with more significant safety problems based on a 5-year accident history.

| Corridors Proposed for study | Land Use | Congestion | Transit | Freight | Reliability | Jurisdictional Interest |
|---|---|---|---|---|---|---|
| **First Tier** | | | | | | |
| I-5 (North) Corridor | ■ | ■ | ■ | ■ | ■ | High |
| Banfield (I-84) Corridor | ■ | ▒ | ■ | ■ | □ | Low |
| Powell/Foster Corridor | ■ | ■ | ■ | □ | ■ | High |
| McLoughlin and Hwy. 224 Corridor | ■ | ■ | ■ | ▒ | ■ | High |
| Barbur Blvd./I-5 Corridor | ▒ | ■ | ■ | ■ | ■ | Medium |
| Sunset Highway Corridor | ■ | ▒ | ■ | ■ | ▒ | High |
| **Second Tier** | | | | | | |
| I-205 (North) Corridor | ■ | □ | ■ | ▒ | □ | Medium |
| Sunrise Corridor | □ | ■ | □ | □ | ▒ | Medium |
| I-205 (South) Corridor | ▒ | ■ | □ | ■ | □ | High |
| Macadam/Highway 43 Corridor | ▒ | ▒ | ▒ | ▒ | ■ | Medium |
| I-5 (South) Corridor | □ | ■ | ▒ | ■ | □ | Low |
| Highway 217 Corridor | ▒ | ▒ | ▒ | ▒ | ▒ | High |
| TV Highway Corridor | ▒ | ▒ | ▒ | □ | ■ | Medium |
| **Third Tier** | | | | | | |
| North Willamette Crossing Corridor | ▒ | □ | □ | □ | □ | Low |
| NE Portland Highway Corridor | ▒ | □ | □ | ■ | ■ | Medium |
| I-84 to US 26 Connector Corridor | □ | □ | ▒ | □ | □ | Medium |
| Highway 213 Corridor | □ | ■ | □ | □ | ▒ | Medium |
| I-5 to Highway 99W Connector Corridor | □ | □ | □ | ■ | □ | High |

■ High scoring ▒ Medium scoring □ Low scoring

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**ATTACHMENT 2**
Staff Report to Res. No. 01-xxxx

# M E M O R A N D U M

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METRO

To: Corridor Initiatives Technical Advisory Committee (TAC)
Corridor Initiatives Project Management Group (PMG)

From: Tim Collins, Associate Transportation Planner
Bridget Wieghart, Program Supervisor

Re: Final Technical Evaluation Criteria and Measures for Corridors

Date: July 2, 2001

The Corridor Initiatives TAC developed, and the PMG approved, a technical evaluation process to help prioritize highway corridors that need additional planning work. This memo outlines the technical evaluation process and incorporates refinements that have been agreed to by the TAC and the PMG.

The 2040 Growth Concept, through the RTP, emphasizes the inter-relationship between land use and transportation, and for regional corridors, highlights mobility, safety, transit and freight as priority objectives. The criteria and measures respond to these policy directives.

**Scoring and Ranking**

The PMG approved a scoring methodology, which allocated points for performance on each criterion for a combined total maximum score of 100. The Metro in conjunction with the TAC has assigned points for high, medium and low performance for each criterion. The "scores" for each corridor have been displayed in a single summary matrix. Rather than a strict ranking (1 through 18) of the corridors, the matrix has been used to group the corridors into high, medium and low level of priority.

This analysis is, by nature, limited in its depth. Due to the large number of corridors, it was not possible or appropriate to conduct individual analysis on each one. The evaluation is intended to

provide a level of detail sufficient to compare the relative urgency of planning for future transportation improvements across corridors.

## Mobility Component

### 1. Congestion Criterion

The 2000 Regional Transportation Plan (RTP) sets a policy to "provide a regional motor vehicle system.... that connects the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provides mobility within and through the region." This criterion attempts to assess the severity of the congestion in the corridor relative to other locations. Congestion measures were applied to a 2020 No Build RTP network that does not include any of the planned major highway capacity projects in each corridor. The use of the No Build system allows comparison of the need for projects on an equal basis among corridors.

The RTP sets standards for peak as well as off peak mobility. Half of the eight measures evaluate the need for peak period mobility improvements for commuters and others that need to travel the corridor during the evening two-hour peak (4:00 – 6:00 PM). The other half evaluate the need for off-peak mobility improvements that facilitate freight movement, shopping, and other trips that need to travel the corridor during the mid-day (2:00 – 3:00 PM).

One of the key objectives of the RTP policy is to maintain an acceptable level of service (LOS) on the regional motor vehicle system during the peak and off-peak periods. Performance measures in Table 1.2 of the RTP serves as the basis for determining where the motor vehicle system provides an inadequate transportation system for serving planned land uses. The LOS standards are more relaxed during the peak periods than the mid-day. The LOS standards are also more relaxed in central cities, regional centers, town centers, main streets, station communities and on selected highways than in the other land use areas throughout rest of the region.

The first four congestion measures are designed to address the LOS deficiency thresholds in the RTP. The second four measures assess the impact of the Vehicle Hours of Delay (VHD) within each corridor. Both the LOS and VHD measures are designed to express congestion within the corridor relative to all corridors and relative to itself.

Congestion measures are important indicators of how much mobility in each of these corridors may be impeded in the future. Out of the 100 point total, 30 points have been allocated to congestion. Of these, 10 points have been allocated to the LOS measures and 20 points have been allocated to the VHD measures. A larger allocation of points was given to the VHD measures because they provide a better assessment of congestion levels than the LOS measures. LOS is determined on a simple pass or fail basis and does not account for the fact that some links in the network have failed the standard by a very large margin and other have just, barely failed. In addition, miles of unacceptable LOS do not indicate the volume of traffic affected. The VHD measures more accurately assess the impact of congestion by assigning more delay to links that are highly congested and carry the greatest volume of traffic.

***Measure A (Mid-day LOS – 2.5 points)*:** The number of lane miles operating at an unacceptable LOS was calculated on the key facilities for all corridors during the1-hour mid-day period. This measure expresses the number of lane miles of unacceptable service in each corridor as a percentage of the total unacceptable lane miles in all corridors.

***Measure B (Mid-day LOS– 2.5 points):*** For key facilities in each corridor, this measure expresses the lane miles that will be at an unacceptable LOS during the 1-hour mid-day period as a percentage of total lane miles.

***Measure C (PM peak LOS– 2.5 points):*** For key facilities during the PM peak, the number of lane miles that have an unacceptable LOS was calculated in all corridors. This measure expresses the number of unacceptable lane miles in each corridor as a percentage of total unacceptable lane miles in all corridors.

***Measure D (PM peak LOS– 2.5 points):*** For key facilities in each corridor, this measure expresses the number of lane miles that will be at an unacceptable LOS during the 2-hour PM peak as a percentage of total lane miles.

***Measure E (Mid-day vehicle delay in corridor – 5 points):*** For key facilities, this measure expresses the VHD in each corridor as a percentage of VHD in all corridors during the mid-day period.

***Measure F (Mid-day vehicle delay in corridor– 5 points):*** For key facilities in each of the corridors during the 1-hour mid-day period, this measure assesses the relative level of congestion by determining the ratio of VHD to vehicle hours traveled.

***Measure G (PM peak vehicle delay in corridor– 5 points):*** For key facilities during the PM peak period, this measure expresses the VHD in each corridor as a percentage of VHD all corridors.

***Measure H (PM peak vehicle delay in corridor– 5 points):*** For key facilities in each of the corridors during the PM peak, this measure assesses the relative level of congestion by determining the ratio of VHD to vehicle hours traveled.

## 2040 - Land Use Component

### 2. Land Use Criterion

The degree to which each corridor provides access to the primary land-use components called out in the 2040 Growth Concept is a measure its importance to the regional transportation system. As stated in chapter 1 of the 2000 RTP: "The central city, regional centers, industrial areas and inter-modal facilities are centerpieces of the 2040 Growth Concept, and implementation of the overall growth concept is largely dependent on the success of these primary components."

Whether a corridor serves a central city, regional center, industrial area, or employment area that is expecting a high level of growth over the next 20 years is an important indication of the need for transportation improvements. Finding transportation solutions for corridors that serve primary land-use components that are projected to have the greatest growth supports the regional transportation goal of facilitating the 2040 Growth Concept.

Accessibility and growth measures provide important indicators of how to prioritize these corridors. Out of a potential 100 points, 30 points have been allocated to the accessibility and growth measures. Due to the importance of serving central cities, regional centers, industrial areas and employment areas that are projected to experience rapid growth, and the difficulties of measuring accessibility, the two accessibility measures have been allotted a total of 10 points and the three growth measures have been assigned 20 points.

***Measure I (Accessibility - 5 points):*** This measure calculates the percentage of all person trips that originate in or are destined to the seven regional centers, the central city, industrial areas and intermodal facilities, and that use any portion of each corridor. Metro's travel forecasting model was used to determine the above proportion during the 2020 two-hour PM peak period.

***Measure J (Accessibility – 5 points):*** This measures the proportion of all person trips in each corridor that originate in or are destined to any of the seven regional centers, the two central cities or industrial areas. Metro's travel forecasting model was used to determine the above proportion during the 2020 two-hour PM peak period.

***Measure K - (Growth in Employment – 5 points)***: For each of the corridors, a determination was made of which central cities (including downtown Vancouver) or regional centers are within the corridor measurement areas or rely on the corridor for access. Each corridor's growth in employment in these primary land use components from 1994 to 2020 is expressed as a percentage of employment growth for all corridors.

***Measure L - (Growth in Households – 5 points)***: For each of the corridors, a determination was made of which central cities (including downtown Vancouver) or regional centers are within the corridor measurement areas or rely on the corridor for access. Each corridor's growth in households in these primary land use components from 1994 to 2020 is expressed as a percentage of household growth for all corridors.

***Measure M - (Growth in Industrial/Employment Areas – 10 points)***: For each of the corridors, a determination was made of which employment areas and industrial areas are within the corridor measurement areas or rely on the corridor for access. Then within these land-use components, each corridor's growth in non-retail employment from 1994 to 2020 was expressed as a percentage of employment growth for all corridors.

The TAC determined that a specific connectivity measure was not appropriate at this level of analysis. However, regional centers and central cities are a focus of connectivity improvement in the RTP and the access and growth criterion that has been developed gives greater priority to these areas. Connectivity at the local level is being implemented through the Transportation

System Plans (TSP's). This process is on going, but the RTP calls for the establishment of a benchmark with respect to TSP compliance as a condition for funding. During the actual corridor studies, connectivity will need to be reviewed at a level of detail beyond that contained in the RTP as an important possible solution to future transportation problems.

## 2040 - Modal Components

### 3. Transit Criterion

This criterion assesses the future transit needs and deficiencies in each corridor. Transit is called out as a major mode of travel with regional significance in the Regional Transportation Plan. This criterion looks at the potential for transit solutions in each corridor, and if these corridors are primarily serving trips that cannot be served by transit. Out of a potential 100 points, 15 points have been allocated to the transit measures. The transit service disparity measure has been allotted about half the points because it is the transit measure that is best for showing which corridors have the most need for transit investment. The two serviceability measures have been allotted the other eight points (a maximum of 4 each).

> ***Measure N (Transit Service Disparity – 7 points):*** This measure aims to show which of the corridors have the greatest need for transit service investment. The 2020 Priority System is taken as the service goal. For each of the corridors, this measure takes the existing transit service hours and subtracts them from the 2020 Priority System transit service hours for all segments of the transit lines that cross through each corridor. The greater the service disparity, the higher the transit priority for that corridor.
>
> ***Measure O (Serviceability - 4 points):*** Generally, the greater the *household* density along a corridor, the easier that corridor is to serve with transit. This measure estimates the 2020 *households* per acre for each of the corridor's measurement areas.
>
> ***Measure P (Serviceability - 4 points):*** Generally, the greater the *employment* density along a corridor, the easier that corridor is to serve with transit. This measure estimates the 2020 *employment* per acre for each of the corridor's measurement areas.

Developing a transportation system in these corridors that provides alternative modes of travel such as walking and bicycling is important. The TAC determined that for the purposes of prioritizing corridors, specific bicycle and pedestrian measures were unnecessary and would involve an inappropriate level of detail for this analysis. Two other measures already provide a rough indication of bicycle and pedestrian potential. The access and growth measures give priority to areas with more, and faster growing, regional centers and these areas will have the greatest opportunity to provide for alternative modes of travel. The transit serviceability measures are also good indicators of how easily each of the corridors could be served with better bicycle and pedestrian facilities.

### 4. Freight Criterion

This criterion establishes the importance of the corridor to freight movement. Freight trips are called out as a major mode of travel and as having an important economic benefit to the region in

the Regional Transportation Plan. Out of a potential 100 points, 15 points have been allocated to the freight measures. The three freight measures that have been used are:

***Measure Q (Truck VMT – 5 points):*** Measures the importance of the corridor to serving freight by taking the total number of truck vehicle miles of travel (VMT) during the 2020 two-hour PM peak within each corridor measurement area.

***Measure R (Truck delay in corridor – 5 points):*** The 2020 two-hour PM peak truck vehicle hours of delay (VHD) per mile for each corridor is the measure used to identify whether freight bottlenecks exist that might be addressed through a corridor study.

***Measure S (Truck VMT as a Percent of Total VMT – 5 points):*** This measure assesses the relative importance of truck traffic within each corridor. Key facilities (the main freeway or highway that runs through the corridor) and parallel arterial routes were defined. The truck VMT on the key facilities and parallel arterials is expressed as a percentage of total VMT.

## Reliability and Safety Component

### 5. Safety Criterion

This criterion will identify areas that have more significant safety problems. Safety is an important reason for undertaking capital improvements. In addition, accidents are a key cause of unreliable travel times (incident delay), which has a negative impact on commuters and freight and can effect the economic viability of the corridor. Safety is always an important transportation criterion, however, it tends to be more important for selecting projects for implementation than for selecting corridors for planning. For that reason, these measures were allocated a total of 10 out of 100 points.

***Measure T (Accident History – 5 points):*** The average number of accidents on the state highway system in each corridor is an indicator of the safety and reliability issues in a corridor. This measure will develop a 5-year history of the average number of injury/fatality and property damage accidents per the average daily traffic (ADT). The injury/fatality accident rates will be considered to have more weight in determining the overall score on this measure.

***Measure U (SPIS Ranking – 5 points):*** On the state highway system, determine how many locations in each corridor have Safety Priority Incident Sites (SPIS) that fall in the highest ten percent of all accident rates. If SPIS site information is available from the local jurisdiction, those locations on the corridors main arterial (like Foster Road in the Powell/Foster Corridor) that fall in the highest ten percent of all accident rates, should also be included.

# Corridor Initiatives Project Evaluation Criterion by Corridor - Scoring Summary

**ATTACHMENT 3**

Staff Report to Res. No. 01-xxxx

*Corridor Initiatives Project*

## Congestion Criterion — 30 Points

### Level of Service Measure — 10 Points

| | Mid-day Corridor | | PM Peak Corridor | |
|---|---|---|---|---|
| Corridors | Unaccept. LM/all Corridor Unaccept. LM 2.5 Points | Unaccept. LM/ Corridor LM 2.5 Points | Unaccept. LM/all Corridor Unaccept. LM 2.5 Points | Unaccept. LM/ Corrdor LM 2.5 Points |
| 1 North Willamette Crossing | 0 | 0 | 0 | 1.5 |
| 2 I - 5 (North) Corridor | 0 | 0 | 1.5 | 1.5 |
| 3 NE Portland Highway | 0 | 0 | 0 | 0 |
| 4 I-205 (North) Corridor | 1.5 | 0 | 2.5 | 0 |
| 5 Banfield (I-84) Corridor | 0 | 0 | 1.5 | 0 |
| 6 I - 84 to US 26 Corridor | 0 | 0 | 0 | 0 |
| 7 Powell/Foster Corridor | 2.5 | 2.5 | 2.5 | 2.5 |
| 8 Sunrise Corridor | 2.5 | 2.5 | 1.5 | 2.5 |
| 9 McLoughlin and Hwy 224 | 0 | 0 | 2.5 | 2.5 |
| 10 Highway 213 Corridor | 1.5 | 2.5 | 0 | 2.5 |
| 11 I - 205 (South) Corridor | 1.5 | 1.5 | 2.5 | 1.5 |
| 12 Macadam/Hwy 43 Corridor | 1.5 | 1.5 | 1.5 | 2.5 |
| 13 I - 5 (South) Corridor | 2.5 | 2.5 | 2.5 | 1.5 |
| 14 I - 5 to Hwy 99W Connector | 0 | 1.5 | 0 | 1.5 |
| 15 Barbur Blvd / I - 5 Corridor* | 2.5 | 1.5 | 2.5 | 1.5 |
| 16 Highway 217 Corridor | 1.5 | 1.5 | 0 | 0 |
| 17 TV Highway Corridor | 2.5 | 2.5 | 2.5 | 2.5 |
| 18 Sunset Highway Corridor | 1.5 | 1.5 | 1.5 | 1.5 |
| | "A" | "B" | "C" | "D" |

### Vehicle Hours of Delay Measure — 20 Points

| | Mid-day Corridor | | PM Peak Corridor | |
|---|---|---|---|---|
| Corridors | VHD/ Total VHD 5 Points | VHD/ Corridor VHT 5 Points | VHD/ Total VHT 5 Points | VHD/ Corridor VHT 5 Points |
| 1 North Willamette Crossing | 0 | 0 | 0 | 0 |
| 2 I - 5 (North) Corridor | 5 | 5 | 5 | 5 |
| 3 NE Portland Highway | 0 | 0 | 0 | 0 |
| 4 I-205 (North) Corridor | 0 | 0 | 3 | 0 |
| 5 Banfield (I-84) Corridor | 5 | 3 | 3 | 3 |
| 6 I - 84 to US 26 Corridor | 0 | 0 | 0 | 0 |
| 7 Powell/Foster Corridor | 5 | 5 | 5 | 5 |
| 8 Sunrise Corridor | 3 | 5 | 3 | 5 |
| 9 McLoughlin and Hwy 224 | 3 | 3 | 5 | 5 |
| 10 Highway 213 Corridor | 5 | 5 | 3 | 5 |
| 11 I - 205 (South) Corridor | 3 | 3 | 5 | 5 |
| 12 Macadam/Hwy 43 Corridor | 0 | 0 | 3 | 5 |
| 13 I - 5 (South) Corridor | 5 | 5 | 3 | 3 |
| 14 I - 5 to Hwy 99W Connector | 0 | 3 | 0 | 3 |
| 15 Barbur Blvd / I - 5 Corridor* | 5 | 3 | 5 | 3 |
| 16 Highway 217 Corridor | 3 | 3 | 0 | 3 |
| 17 TV Highway Corridor | 3 | 3 | 0 | 3 |
| 18 Sunset Highway Corridor | 3 | 3 | 3 | 3 |
| | "E" | "F" | "G" | "H" |

## Land Use Criterion — 30 Points

### Accessibility Measure — 10 Points

| | Person Trips Percentage | |
|---|---|---|
| Corridors | of All Trips to/from CC, RC or IA in each Corridor 5 Points | of Corridor Trips to/from CC, RC or IA 5 Points |
| 1 North Willamette Crossing | 0 | 5 |
| 2 I - 5 (North) Corridor | 5 | 5 |
| 3 NE Portland Highway | 3 | 5 |
| 4 I-205 (North) Corridor | 5 | 5 |
| 5 Banfield (I-84) Corridor | 5 | 5 |
| 6 I - 84 to US 26 Corridor | 3 | 3 |
| 7 Powell/Foster Corridor | 5 | 5 |
| 8 Sunrise Corridor | 3 | 3 |
| 9 McLoughlin and Hwy 224 | 5 | 5 |
| 10 Highway 213 Corridor | 0 | 0 |
| 11 I - 205 (South) Corridor | 3 | 0 |
| 12 Macadam/Hwy 43 Corridor | 3 | 3 |
| 13 I - 5 (South) Corridor | 0 | 0 |
| 14 I - 5 to Hwy 99W Connector | 0 | 0 |
| 15 Barbur Blvd / I - 5 Corridor* | 3 | 0 |
| 16 Highway 217 Corridor | 3 | 3 |
| 17 TV Highway Corridor | 3 | 0 |
| 18 Sunset Highway Corridor | 5 | 3 |
| | "I" | "J" |

### Growth Measure — 20 Points

| | 1994 to 2020 Percent of Total Difference | | |
|---|---|---|---|
| Corridors | Growth in Emp. (CC & RC) 5 Points | Growth in HH (CC & RC) 5 Points | Non-Retail Employment Industrial & Emp. Ctr. 10 Points |
| 1 North Willamette Crossing | 0 | 0 | 5 |
| 2 I - 5 (North) Corridor | 5 | 5 | 5 |
| 3 NE Portland Highway | 0 | 0 | 10 |
| 4 I-205 (North) Corridor | 3 | 3 | 10 |
| 5 Banfield (I-84) Corridor | 5 | 5 | 10 |
| 6 I - 84 to US 26 Corridor | 0 | 3 | 0 |
| 7 Powell/Foster Corridor | 5 | 5 | 0 |
| 8 Sunrise Corridor | 3 | 0 | 0 |
| 9 McLoughlin and Hwy 224 | 5 | 5 | 0 |
| 10 Highway 213 Corridor | 0 | 0 | 0 |
| 11 I - 205 (South) Corridor | 3 | 0 | 10 |
| 12 Macadam/Hwy 43 Corridor | 5 | 5 | 0 |
| 13 I - 5 (South) Corridor | 0 | 0 | 5 |
| 14 I - 5 to Hwy 99W Connector | 0 | 0 | 5 |
| 15 Barbur Blvd / I - 5 Corridor* | 5 | 5 | 0 |
| 16 Highway 217 Corridor | 3 | 3 | 0 |
| 17 TV Highway Corridor | 0 | 3 | 5 |
| 18 Sunset Highway Corridor | 5 | 5 | 10 |
| | "K" | "L" | "M" |

**Notes:**

**Network** - Population, employment and network assumptions from RTP round No. 3 for the 2020 No-Build. (includes only those projects for which funding is already committed).

**Standards for Unacceptable LOS**

In the 2 - hour PM peak (16:00 - 18:00)

v/c> = 1.05 Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts., and selected segments of I - 5N, I - 405, I - 84, US 26W and OR 99E. V/c > = 1.00 on all other portions of the network.

In the 1 - hour Mid-day (14:00 - 15:00)

v/c> = 1.00 Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts., and selected segments of I - 5N, I - 405, I - 84, US 26W and OR 99E. V/c > = .90 on all other portions of the network.

Data includes Truck in Passenger Car Equivalents

* Corridor added to RTP list of Specific Corridor Studies and Areas of Special Concern

**Definitions:**

CC - Central Cities
Corridor - Includes approx. 1 mile wide area adjacent to Key Facility
HH - Households
IA - Industrial Areas
Key Facility - Designated Corridors in Regional Transportation Plan (RTP) for study
LOS - Level of Service
LM - Lane Mile
Mid-Day (1 Hour) LOS - 14:00 to 15:00 Hrs.
PM Peak (2 Hour) LOS - 16:00 to 18:00 Hrs.
RC - Regional Centers

Unaccept. Level of Service - see Notes
VHD - Vehicle Hours of Delay
VHT - Vehicle Miles Traveled
SPIS - Safety Priority Incident Sites

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

Points

# Corridor Initiatives Project Evaluation Criterion by Corridor
# Scoring Summary

*Corridor Initiatives Project*

| | Corridor | Transit Criterion 15 Points: Service Disparity 7 Points — PM 1-Hour Peak — 1999 - 2020 VHT Difference 7 Points | Transit Criterion 15 Points: Transit Serviceability 8 Points — 2020 HH and Emp — Households HH/Acre 4 Points | Transit Criterion 15 Points: Transit Serviceability 8 Points — 2020 HH and Emp — Employment Emp/Acre 4 Points | Truck Criterion 15 Points: Truck VMT Measure 5 Points — PM Peak — Corridor Truck VMT 5 Points | Truck Criterion 15 Points: Truck VHD/LM Measure 5 Points — PM Peak — Corridor VHD/Corridor LM (mins.) 5 Points | Truck Criterion 15 Points: Truck VMT Measure 5 Points — PM Peak — % Trucks VMT of Total Corridor VMT (Key Facility and Parallel Arterials) 5 Points | Reliability & Safety Criterion 10 Points: Accident Measure 5 Points — Average Annual for 5 Years — Corridor — Average Total Accident Weighted Rate 5 Points | Reliability & Safety Criterion 10 Points: SPIS Measure 5 Points — Average Annual for 5 Years — Corridor — SPIS Ranking (Top 10%/Mi.) 5 Points | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | North Willamette Crossing | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 1 |
| 2 | I - 5 (North) Corridor | 4 | 4 | 4 | 5 | 5 | 5 | 3 | 5 | 2 |
| 3 | NE Portland Highway | 0 | 0 | 2 | 3 | 5 | 3 | 5 | 3 | 3 |
| 4 | I-205 (North) Corridor | 7 | 2 | 2 | 5 | 0 | 3 | 0 | 0 | 4 |
| 5 | Banfield (I-84) Corridor | 7 | 4 | 4 | 5 | 3 | 3 | 0 | 3 | 5 |
| 6 | I - 84 to US 26 Corridor | 0 | 4 | 2 | 0 | 0 | 0 | 3 | 0 | 6 |
| 7 | Powell/Foster Corridor | 7 | 4 | 4 | 3 | 0 | 0 | 5 | 5 | 7 |
| 8 | Sunrise Corridor | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 8 |
| 9 | McLoughlin and Hwy 224 | 7 | 4 | 4 | 3 | 3 | 0 | 5 | 5 | 9 |
| 10 | Highway 213 Corridor | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 3 | 10 |
| 11 | I - 205 (South) Corridor | 4 | 0 | 0 | 5 | 5 | 3 | 0 | 0 | 11 |
| 12 | Macadam/Hwy 43 Corridor | 4 | 2 | 0 | 3 | 3 | 0 | 5 | 3 | 12 |
| 13 | I - 5 (South) Corridor | 4 | 2 | 2 | 5 | 5 | 5 | 0 | 0 | 13 |
| 14 | I - 5 to Hwy 99W Connector | 0 | 0 | 0 | 3 | 5 | 3 | 3 | 0 | 14 |
| 15 | Barbur Blvd / I - 5 Corridor* | 7 | 2 | 2 | 5 | 3 | 5 | 3 | 5 | 15 |
| 16 | Highway 217 Corridor | 4 | 2 | 4 | 3 | 3 | 3 | 3 | 3 | 16 |
| 17 | TV Highway Corridor | 4 | 2 | 2 | 0 | 0 | 0 | 5 | 5 | 17 |
| 18 | Sunset Highway Corridor | 7 | 2 | 2 | 5 | 3 | 3 | 3 | 3 | 18 |
| | | "N" | "O" | "P" | "Q" | "R" | "S" | "T" | "U" | |

**Notes:**

**Network** - Population, employment and network assumptions for RTP round No.3 for the 2020 No-Build (includes only those projects for which funding is already committed)..

**Standards for Unacceptable LOS**

In the 2 - hour PM peak (16:00 - 18:00)

v/c>= 1.05 in Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts, and selected segments of I - 5 N, I - 405, I -84, US 26W and OR 99E. V/c >= 1.00 on all other portions of the network.

In the 1 - hour Mid-day (14:00 - 15:00)

v/c>= 1.00 in Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts, and selected segments of I - 5 N, I - 405, I -84, US 26W and OR 99E. V/c >= .90 on all other portions of the network.

Data includes Truck in Passenger Car Equivalents

* Corridor added to RTP list of Specific Corridor Studies and Areas of Special Concern

**Definitions:**

Corridor - Includes approx. 1 mile wide area adjacent to the Key Facility

Key Facility - Designated Corridor in Regional Transportation Plan (RTP) for Study

LOS - Level of Service

LM - Lane Mile

Mid-Day (1 Hour) LOS - 1400 to 1500 Hrs.

PM Peak (2 Hour) LOS - 1600 to 1800 Hrs.

Unacceptable Level of Service - see Notes

VHD - Vehicle Hours of Delay

VHT - Vehicles Miles Traveled

SPIS - Safety Priority Incident Sites

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

Points

# Corridor Initiatives Project Evaluation of all Criterion by Corridor Scoring Summary

*Corridor Initiatives Project*

| | Corridors | Criterion | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | | Congestion | Land Use | Transit | Truck | Safety & Reliability | | |
| | | 30 Points | 30 Points | 15 Points | 15 Points | 10 Points | 100 Points | |
| 1 | North Willamette Crossing | 1.5 | 10 | 0 | 5 | 3 | 19.5 | 1 |
| 2 | I - 5 (North) Corridor | 23 | 25 | 12 | 15 | 8 | 83 | 2 |
| 3 | NE Portland Highway | 0 | 18 | 2 | 11 | 8 | 39 | 3 |
| 4 | I-205 (North) Corridor | 7 | 26 | 11 | 8 | 0 | 52 | 4 |
| 5 | Banfield (I-84) Corridor | 15.5 | 30 | 15 | 11 | 3 | 74.5 | 5 |
| 6 | I - 84 to US 26 Corridor | 0 | 9 | 6 | 0 | 3 | 18 | 6 |
| 7 | Powell/Foster Corridor | 30 | 20 | 15 | 3 | 10 | 78 | 7 |
| 8 | Sunrise Corridor | 25 | 9 | 0 | 3 | 6 | 43 | 8 |
| 9 | McLoughlin and Hwy 224 | 21 | 20 | 15 | 6 | 10 | 72 | 9 |
| 10 | Highway 213 Corridor | 24.5 | 0 | 0 | 5 | 6 | 35.5 | 10 |
| 11 | I - 205 (South) Corridor | 23 | 16 | 4 | 13 | 0 | 56 | 11 |
| 12 | Macadam/Hwy 43 Corridor | 15 | 16 | 6 | 6 | 8 | 51 | 12 |
| 13 | I - 5 (South) Corridor | 25 | 5 | 8 | 15 | 0 | 53 | 13 |
| 14 | I - 5 to Hwy 99W Connector | 9 | 5 | 0 | 11 | 3 | 28 | 14 |
| 15 | Barbur Blvd / I - 5 Corridor* | 24 | 13 | 11 | 13 | 8 | 69 | 15 |
| 16 | Highway 217 Corridor | 12 | 12 | 10 | 9 | 6 | 49 | 16 |
| 17 | TV Highway Corridor | 19 | 11 | 8 | 0 | 10 | 48 | 17 |
| 18 | Sunset Highway Corridor | 18 | 28 | 11 | 11 | 6 | 74 | 18 |

* Corridor added to RTP list of Specific Corridor Studies and Areas of Special Concern

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

Points

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BEFORE THE METRO COUNCIL

| | | |
|---|---|---|
| FOR THE PURPOSE OF ENDORSING THE FINDINGS AND RECOMMENDATIONS OF THE CORRIDOR INITIATIVES PROJECT. | ) ) ) ) | RESOLUTION NO. 01-xxxx<br><br>Introduced by Councilor Rod Monroe, JPACT Chair |

WHEREAS, on August 10, 2000 the Metro Council adopted Metro's 2000 Regional Transportation Plan (RTP) Update as the regional functional plan for transportation under ORS 268.390 and the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which was superceded by the 2000 RTP Update and adopted as Resolution No. 00-2969B; and

WHEREAS, the 2000 RTP Update, adopted by ordinance, together with portions of the 1996 Urban Growth Management Functional Plan serve as the regional Transportation System Plan ("TSP") required by the state Transportation Planning Rule; and

WHEREAS, the regional TSP must be consistent with the state Transportation Systems Plan, including the 1992 Oregon Transportation Plan and the 1999 Oregon Highway Plan; and

WHEREAS, all functional plans, including this 2000 RTP Update, must implement applicable regional goals and objectives, including Metro's acknowledged 2040 Growth Concept; and

WHEREAS, the 2000 RTP Update was adopted as a component of the 1997 Regional Framework Plan; and

WHEREAS, the 2000 RTP established regional compliance with state and federal planning requirements and establishes regional TSP and functional plan requirements for city and county comprehensive plans and local TSPs to comply with the 2000 RTP; and

WHEREAS, The Oregon Transportation Planning Rule requires metropolitan planning agencies to identify areas where refinement planning is required to develop needed transportation projects and programs not included in the TSP; and

WHEREAS, Chapter 6.7.4 of the 2000 RTP identifies transportation corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, Chapter 6.7.5 lists specific corridors where a need and a recommended action have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur; and

WHEREAS, Chapter 6.7.6 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation; and

WHEREAS, the due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort to develop a strategy for their completion as part of the Corridor Initiatives project; and

WHEREAS, there was involvement by the jurisdictions in the Corridor Initiatives project. A technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, the City of Portland, the cities of Multnomah, Clackamas and Washington county, the Oregon Department of Transportation (ODOT), the Port of Portland and Tri-Met were established. The advisory

groups participated in the development and implementation of a technical evaluation process and development of a work program.

WHEREAS, public input was solicited. Metro staff made presentations to Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the Clackamas County Mayors and Managers. Feedback as to priorities was requested and received from each committee and incorporated into the work program. A public meeting was held on June 18, 2001 during which information was provided and feedback on priorities were solicited from the general public; and

WHEREAS, Exhibit "A" of this resolution contains the Work Program for Corridor Refinement Planning Through 2020; now therefore,

BE IT RESOLVED,

1. That the Work Program for Corridor Refinement Planning Through 2020 (Exhibit "A") is hereby approved and adopted as a guideline for planning work in these corridors. It will be monitored and updated annually as part of the Unified Work Program process.
2. That the Barbur Boulevard/I-5 Corridor should be added to the list of corridors needing major refinement plans in Chapter 6 of Metro's 2000 RTP by a future RTP amendment.
3. That major regional corridor planning efforts will be commenced for the Highway 217 and Powell/Foster Corridors in the 2001-2005 period. These efforts will be undertaken in part with current levels of staff support from Metro. Additional funds are being sought from other sources to cover necessary materials, professional services and any additional staff needs.

4. That Metro Council directs staff to prepare an ordinance, which will amend the RTP to comply with the corridor refinement requirements in the TPR. As part of this process, staff will work with Corridor Initiative advisory committees to develop a more detailed action plan for completing the corridor refinements. The final action plan will:

   - Identify unresolved issues and next steps for each corridor, as appropriate.
   - Identify common scope elements and study methods for the corridor refinement process.
   - Coordinate proposed planning activities with other project development activities and already defined RTP projects within each corridor.

ADOPTED by the Metro Council this _____ day of _____, 2001.

_____
David Bragdon, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

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# Work Program for Corridor Refinement Planning Through 2020

**Exhibit A**

**to Resolution No. 01-xxxx**

| Corridor and Key Facilities | First Planning Period (2001 - 2005) | Second Planning Period (2006 - 2010) | Third Planning Period (2011 - 2020) |
|---|---|---|---|
| **Corridor Planning On-Going** | | | |
| **I-5 (North) Corridor** - I-5 from I-84 to Vancouver | I - 5 Trade Corridor Study | Financial Plan/EIS/Preliminary Engineering | |
| **NE Portland Highway Corridor** - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205. | East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St Johns Truck Access Study | Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations | |
| **I-205 (North) Corridor** - I - 205 from Hwy. 224 to Vancouver. | South Transit Corridor Study and I-5 Trade Corridor Study (transit only) | Corridor Planning for Interchange Improvements | Corridor Planning for Roadway Widening |
| **Banfield (I-84) Corridor** - I - 84 from I - 5 to Troutdale. | Light Rail Capacity Analysis | Transit, Transportation System Management Corridor Plan | Transit Improvements and/or Transportation System Management Projects |
| **McLoughlin and Hwy. 224 Corridor** - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205. | South Transit Corridor EIS and Preliminary Engineering | | Corridor Planning for Highway Improvements |
| **I-5 to Highway 99W Connector** - Tualatin-Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road. | Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis | | Complete Corridor Planning |
| **New Major Corridor Refinements Recommended in the First Period** | | | |
| **Powell/Foster Corridor** - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus. | **Corridor Planning** | Environmental Impact Study and Preliminary Engineering | |
| **Highway 217 Corridor** - Hwy. 217 from Sunset Hwy. to I - 5. | **Corridor Planning** | Environmental Impact Study and Preliminary Engineering | |
| **Other Corridors** | | | |
| **North Willamette Crossing Corridor** - Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge). | Adopt Signage and Truck Control Recommendations of St Johns Study; St Johns Town Center Study | Implement Signage and Truck Control Recommendations of St Johns Studies | Corridor Planning |
| **I-84 to US 26 Connector Corridor** - 238th/242nd from I - 84 to Burnside, and US 26/Burnside from Hogan Road to 282nd. | National Highway System Truck Study | Corridor Planning for Preservation of Right-of-Way and Arterial Improvements | Complete Corridor Planning |
| **Sunrise Corridor** - Hwy. 212/224 from I-205 to US 26. | Complete Refinement Planning and EIS for Unit 1 and Engineering for Phase One; Complete Exceptions | | Begin Unit Two Environmental Assessment or Environment Impact Statement Process |
| **Highway 213 Corridor** - Hwy. 213 from I-205 to Leland Road. | Construct Southbound Turning lane on Highway 213 | Implement Funded Recommendations of Highway 213 Design Study | Corridor Planning |
| **I-205 (South) Corridor** I 205 from I-5 to Hwy. 224. | Interchange Ramp Access Study | Corridor Planning for Freeway Improvements | |
| **Macadam/Highway 43 Corridor** - Hwy. 43 from Ross Island Bridge to West Linn. | Transit/Pedestrian/Bike Transportation Demand Management Study | Environmental Assessment/ DEIS/and Preliminary Engineering | |
| **I-5 (South) Corridor** - I-5 from Hwy. 99W in Tigard to Wilsonville. | Boeckman Road Interchange Study | | Corridor Planning |
| **Barbur Blvd./I-5 Corridor** - Hwy. 99W and I-5 from I - 405 to Tigard. | Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan | Initiate Corridor Planning | Begin Environmental Assessment/ Environmental Impact Statement Process |
| **TV Highway Corridor** - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro. | System Planning for Access Management and Right-of-Way | | Corridor Planning (if required) |
| **Sunset Highway Corridor** - US 26 from I-405 to Jackson School Road. | Refinement and Environmental Assessment of US Hwy. 26 Widening. Barnes Road Design and Construction | Engineering of US 26 Widening west of Murray Boulevard | |

*July 2001*

# The Corridor Initiatives project

**Metro**

In cooperation with:

Cities of Clackamas County

Cities of Multnomah County

Cities of Washington County

City of Portland

Clackamas County

Clark County

Multnomah County

Port of Portland

Oregon Department of Transporatation

Tri-Met

Washington County

METRO

## What is the Corridor Initiatives Project?

The Corridor Initiatives Project is a regional effort led by Metro to establish a strategy for completing critical planning work on key transportation corridors. The 2000 Regional Transportation Plan (RTP) outlines a number of major regional corridors that have significant congestion, each requiring additional analysis before specific improvements can be identified or implemented. The state Transportation Planning Rule states that these planning studies must be completed quickly.

Due to the large number of corridors requiring attention (18) and limited financial resources, Metro is sponsoring an effort to prioritize the corridors, to address scope and technical issues and to identify the resources necessary to complete critical steps.

## Who is involved?

Staff from jurisdictions around the region have been participating in the technical and policy review committees.

Government agencies involved include Oregon Department of Transportation; Multnomah, Washington, Clackamas and Clark counties; the city of Portland; representatives of cities in Multnomah, Washington and Clackamas counties; the Port of Portland and Tri-Met.

Metro also met with Washington, East Multnomah and Clackamas County coordinating committees, Portland's transportation system planning technical and citizen advisory committees, and the Clackamas County mayors and managers group.

## Why are corridor plans needed?

The RTP has identified significant transportation problems in each of 18 corridors. Additional planning work is needed in order to establish the type of transportation improvement and the general location so that a project can be implemented.

The planning studies will consider the travel needs and preferences for the corridor. They will establish several improvement scenarios – including roadway, transit, bicycle and pedestrian enhancements to the main facility and parallel roadways. Technical and citizen advisory committees will review these alternatives. Each scenario is evaluated at a concept level using a number of criteria including feasibility, cost effectiveness, transportation benefits, impacts on nearby streets and environmental effects.

Corridor plans help set funding priorities. In a fiscally constrained environment, the corridor plans help advance needed transportation projects by establishing a master plan for the corridor that considers all modes and is phased so that the most urgent pieces can be constructed first. Moreover, the work is required by the state Transportation Planning Rule.

At least as important as technical study, the corridor planning process is designed to promote community education about transportation needs and issues. In this way, it is hoped that community support will be developed and financing can be successfully identified for critical projects.

# Corridor Initiative Findings and Recommendations

The goal of the Corridor Initiatives Project is to help prioritize corridor planning studies for long-term transit, highway, pedestrian and bicycle improvements.

As part of this process, a technical evaluation of the relative importance of planning in each of the corridors was completed. The results are summarized on this chart.

Although the technical evaluation is important, it cannot capture all of the factors that make a corridor a priority. Project success depends on government and community support. Local elected officials and others were requested to prioritize the corridors based on factors such as level of community interest in the corridor, impact on related planning efforts and available resources. The community planning considerations for each corridor are also summarized on this chart.

The technical and community planning rankings were considered together in developing an overall corridor planning work program. The Corridor Initiatives Project committee recommendations are outlined at the far right of the chart. The full recommendations can be obtained from Metro's website at **www.metro-region.org** or by calling the Metro hotline at **(503) 797-1900**.

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## Technical Evaluation Summary

●●● High scoring
●● Medium scoring
● Low scoring

| Corridors proposed for study: | **Support of Key Land Uses** Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas). | **Congestion** Measures ability to get around in the region. | **Support of 2040 Transit Goals** Assessment of future transit needs and deficiencies in each corridor. | **Support of 2040 Freight Goals** Measures the importance of the corridor to freight movement. | **Safety and Reliability** Identifies areas with more significant safety problems based on a five-year accident history. |
|---|---|---|---|---|---|
| I-5 (North) Corridor | ●●● | ●●● | ●●● | ●●● | ●●● |
| NE Portland Highway Corridor | ●● | ● | ●●● | ● | ●●● |
| I-205 (North) Corridor | ●●● | ● | ●●● | ●● | ● |
| Banfield (I-84) Corridor | ●●● | ●● | ●●● | ●●● | ● |
| McLoughlin and Hwy. 224 Corridor | ●●● | ●●● | ●●● | ●● | ●●● |
| I-5 to Highway 99W Connector Corridor | ● | ● | ● | ●●● | ● |
| | | | | | |
| Powell/Foster Corridor | ●●● | ●●● | ●●● | ● | ●●● |
| Highway 217 Corridor | ●● | ●● | ●● | ●● | ●● |
| | | | | | |
| North Willamette Crossing Corridor | ●● | ● | ● | ● | ● |
| I-84 to US 26 Connector Corridor | ● | ● | ●● | ● | ● |
| Sunrise Corridor | ● | ●●● | ● | ● | ●● |
| Highway 213 Corridor | ● | ●●● | ● | ● | ●● |
| I-205 (South) Corridor | ●● | ●●● | ● | ●●● | ● |
| Macadam/Highway 43 Corridor | ●● | ●● | ●● | ●● | ●●● |
| I-5 (South) Corridor | ● | ●●● | ●● | ●●● | ● |
| Barbur Blvd./I-5 Corridor | ●● | ●●● | ●●● | ●●● | ●●● |
| TV Highway Corridor | ●● | ●● | ●● | ● | ●●● |
| Sunset Highway Corridor | ●●● | ●● | ● | ●●● | ●● |

## Summary of Community Planning Considerations

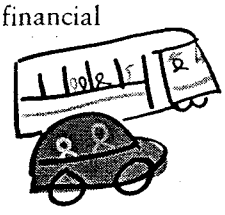
### Project Committee Recommendations

| | |
|---|---|
| High | **Corridor planning** Work ongoing. |
| Medium | |
| Medium | |
| Low | |
| High | |
| Medium | |
| High | **Major new corridor planning** Efforts should be initiated by 2001-05 |
| High | |
| Low | **Additional planning work proposed** Many of these corridors have some planning work completed. Additional work is proposed for each corridor during the next 20 years. |
| Medium | |
| Medium | |
| Medium | |
| High | |
| Medium | |
| Low | |
| Medium | |
| Medium | |
| High | |

## Why is the Corridor Initiatives process important?

- A large number (18) of corridor plans are needed.
- Corridor plans have become more expensive. Requirements to examine multiple modes, the increased complexity of environmental analysis, the need to develop phasing and financial plans and community outreach efforts have raised the cost of completing planning work.
- Transportation funding constraints have reduced funds for these studies.

Due to anticipated funding shortfalls, it is important for the region to be very strategic in developing and selecting projects for construction. Prioritizing is the first step. In addition, each plan will incorporate a greater attention to financial feasibility than ever before.



## Project timeline

- August 2000 RTP Adopted
- Fall 2000 Corridor Initiatives process reviewed by regional advisory committees and Metro Council
- December 2000 Technical and policy advisory groups formed, Corridor Initiatives project kick-off meeting
- February-March 2001 Technical evaluation criteria, measures and scoring system developed and approved by advisory groups
- March-May 2001 Meetings with County Coordinating Committees and other representative bodies throughout region
- May 2001 Technical evaluation complete
- June 18, 2001 Open House held
- June 2001 Advisory committees recommend work program to complete corridor planning
- July 12, 2001 (tentative) Joint Policy Advisory Committee on Transportation reviews Corridor Initiatives recommendations
- July 17, 2001 (tentative) Metro Council Community Planning Committee reviews resolution proposing adoption of Corridor Initiatives recommendations. Opportunity for public comment.
- July 26, 2001 (tentative) Council considers resolution to adopt Corridor Initiatives recommendations.
- Fall 2001 Proposed ordinance amending Regional Transportation Plan to incorporate Corridor planning action plan.

## We want to hear from you

**Tuesday, July 17, 2-4 p.m.**
Members of the Metro Community Planning Committee will be hearing staff recommendations for the next steps in the Corridor Initiatives Project at their July 17 meeting. Interested citizens are invited to attend and provide comments.

**Thursday, July 26, 2 p.m.**
Metro Council meeting to consider staff resolution.

Meetings will be held in the Council Chambers at Metro Regional Center, 600 NE Grand Avenue, Portland

Call the Metro hotline at (503) 797-1900 to confirm times and locations and to obtain directions. Also call the hotline to request more information or a staff presentation.

Written comments should be sent to:
Bridget Wieghart, project manager
Corridor Initiatives Project
Metro
600 NE Grand Ave.
Portland, OR 97232

Fax comments to (505) 797-1929,
or e-mail comments to
**trans@metro.dst.or.us.**

**Metro – planning that protects the nature of our region**

It's better to plan for growth than ignore it. Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro 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, and oversees the trade, spectator and arts centers managed by the Metropolitan Exposition-Recreation Commission.

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 – David Bragdon, District 7; Deputy Presiding Officer – Susan McLain, District 4; Rod Park, District 1; Bill Atherton, District 2; Carl Hosticka, District 3; Rex Burkholder, District 5; Rod Monroe, District 6

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

DRAFT

# ENCLOSURE B-1

**2001 Oregon Transportation Investment Act**
**Project Screening & Prioritization Factors**
**Applied by Oregon Transportation Commission**

| Increased Lane Capacity<br>Interchanges on Multilane Highways | District Highway Preservation<br>Load Limited Highways | State & Local Bridges<br>Load Limited Bridges |
|---|---|---|
| Applied by ACTs, JPACT & Others | Applied by ACTs, JPACT & Others | Applied by Bridge Project Selection Committees |

**HB 3075 Match Provisions May Apply. See page 5.**

**Screening Criteria** – Determine which projects are eligible for funding.

- Consistent with applicable acknowledged comprehensive and transportation system plans.
- Consistency with the Policy 1G.1 (Major Improvements) of the Oregon Highway Plan

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- Lane capacity projects chosen from a constrained list.
- Projects on multilane highways where safety can be enhanced by construction of interchange to replace an at-grade crossing.

Other factors:

- The use of state resources to support livable communities.
- Safety – Projects which focus improvement to hazardous locations and corridors.
- Leverage of local or private funds or toll revenues.
- Project readiness.
- Consideration of farm-to-market roads.

**Screening Criteria** – Determine which projects are eligible for funding.

- Consistent with applicable acknowledged comprehensive and transportation system plans.

Note: OTC finds that preservation projects are consistent with the Oregon Highway Plan.

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- Priority for district highway preservation projects that may facilitate a transfer of jurisdiction.

Other factors:

- Project identified by the pavement management system.
- The use of state resources to support livable communities.
- Safety – Projects which focus improvement to hazardous locations and corridors
- Leverage of local or private funds or toll revenues.
- Project readiness.
- Consideration of farm-to-market roads.

**Screening Criteria** – Determine which projects are eligible for funding.

- Load limited bridges and other existing bridges under state, county or city jurisdiction
- 10 percent of project cost for local bridges contributed by local government.

Note: OTC finds that bridge rehabilitation and replacement projects are consistent with the Oregon Highway Plan.

**Prioritizing Factors** – Considerations to determine which projects are funded.

Factors from HB 2142:

- Project identified by the bridge management system.

Other factors:

- Project need as determined by the Local Agency HBRR Oversight and State Bridge Oversight Committees.
- Safety – Projects which focus improvement to hazardous locations and corridors
- Leverage of local or private funds or toll revenues.
- Project readiness.
- Consideration of farm-to-market roads.

# ENCLOSURE B-2

**Prioritization Factors**

The prioritization factors are guidance offered by the Oregon Transportation Commission to ensure consistent consideration of projects by ACTs and others. The prioritization factors are consistent with Policy 1G.1 (Major Improvements) of the 1999 Oregon Highway Plan.

ACTs and others would use prioritization factors to choose the projects that can be funded by the 2001 Oregon Transportation Investment Act from among the many that are eligible for funding.

The prioritization factors would not be used to exclude projects from consideration. Every project submitted for consideration that meets the screening criteria will be considered.

ACTs and others choosing projects are not required to develop rating systems that assign point values or weights to each item.

The material that follows provides additional information about each bullet.

- **Project selection criteria set out in the Oregon Transportation Investment Act (HB 2142, Section 2(3)):**

(a) Lane capacity projects shall be chosen from a financially constrained list.
(b) Bridge projects shall be chosen on the basis of a bridge inventory or rating system recognized by the commission.
(c) Priority for interchange projects shall be given to projects on multilane highways where safety can be enhanced by constructing a grade-separated interchange to replace an at-grade crossing.
(d) Priority for district highway preservation projects shall be given to those projects that may facilitate transfer of jurisdiction over the highway from the state to a local government.
(e) Projects selected for financing under this section shall be equitably distributed throughout the state, using the criteria for distribution of projects that are used for the Statewide Transportation Improvement Program.

- **Use of state resources to support livable communities.**

- Rebuilding rural and distressed economies. The prosperity of the last decade has not been evenly distributed across Oregon. Too many parts of rural Oregon have not shared in the growing incomes and job base that have occurred in metropolitan parts of the state.
- Revitalizing downtowns and mainstreets. Towns both large and small need to retain a strong downtown commercial and residential section in order not to become merely a series of strip malls strung out along state highways. Such strong downtowns provide places for people to gather, live, shop and recreate.
- Reducing sprawl and traffic congestion. We can no longer afford to encourage development that creates the need to drive more miles, which clogs our roads and state highways and undermines our mainstreets and downtowns.

- **Safety – Projects which focus improvement to hazardous locations and corridors**

  A project that focus on an area (or areas) with a high Safety Program Index System (SPIS) number would be more likely to be funded, all other things equal.

- **Leverage of local or private funds or toll revenues.**

  - Modernization projects (lane capacity or interchange) that have a greater potential to recover a portion of their construction and maintenance cost though tolls on users should be considered more favorably than those with a lesser potential. This evaluation may be based on the assumption of a single toll and may take into consideration whether tolling of the project is practicable.

  - Any local government or private sector contribution to a project is a significant indicator of local support and need for a project.

- **Project readiness**

  The Legislative Assembly asked, and the Oregon Department of Transportation committed, to move quickly to implement the 2001 Oregon Transportation Investment Act. The Act is intended to make visible improvements to Oregon's highways, roads and streets. It should be possible to move a project from design to construction, meeting the normal public outreach, environmental requirements, and land use requirements with a minimum of delays.

  In addition, bond proceeds will be used to finance the engineering design, right-of-way purchase, and construction costs of projects under the 2001 Oregon Transportation Investment Act. Bonding imposes requirements (for example, to spend proceeds within three years) that emphasize the need to move quickly.

  The department anticipates three bond issues associated with 2001 Oregon Transportation Investment Act, with the last occurring about October 2005. Final project should be finished and all expenditures complete before October 2008.

  ACTs and others should consider projects that can move quickly more favorably. ACTs should choose projects with an anticipated start date for construction that is no later than January 2006 to meet the schedule outlined above.

- **Consideration of farm-to-market roads**
  The Department of Transportation and local governments should consider the importance of farm-to-market roads when making highway funding decisions. A "farm-to-market road" is a rural or urban road, street or highway that is used to move agricultural or logging products to market.

- **Local Matching Considerations under HB 3075**

HB 3075 requires the department to fund projects where a local government provides at least 50 percent local matching funds, provided that the conditions listed below are met:

- The project must be located on the state highway system.
- The city or county must contribute at least 50 percent of the cost of a project of its own money. State Highway Fund moneys and other moneys distributed by the department are not considered under HB 3075 to be a city's or county's own moneys.
- The project complies with all applicable federal, state and local laws and regulations.

HB 3075 limits the contribution from the 2001 Oregon Transportation Investment Act to $5 million for any one project or county.

HB 3075 sets aside a maximum of $25 million from the 2001 Oregon Transportation Investment Act. If proposals that would require more than $25 million are received, the Oregon Transportation Commission will use the factors listed for Lane Capacity, Preservation or Bridge, as appropriate, to select the projects to be funded.

ACTs, JPACT, and others are asked to notify the department of project proposals that meet the criteria for funding under the provisions of HB 3075.

# ENCLOSURE B-3

6/29/2001 3:55 PM

**"Draft"Timeline and outreach process for HB 2142**

*"The Transportation Investment Act of 2001"*

| | |
|---|---|
| **JULY 11, 2001 OTC MEETING** | **OTC approval of timeline and project selection process to amend STIP. ODOT, LOAC, ACTs, MPOs, Regional Community Solutions Teams and the STIP Stakeholder Committee begin consultation on additional criteria and fund allocation targets.** |
| **JULY 27, 2001 LOAC MEETING** | **Deadline for recommendations on any additional criteria and lane capacity, bridge, preservation target allocation.** |
| **AUGUST 9, 2001 OTC MEETING (OTC meets in Pendleton)** | **OTC expected to adopt recommendations for any additional criteria by which projects would be considered. OTC to sets initial target percentages for lane capacity, bridge, and preservation project categories** |
| **~~AUGUST 10, 2001~~** | **Deadline for bridge project submittals to ODOT Regions.** |
| **AUGUST 10 - DECEMBER 12, 2001** | **Outreach effort engaged Project input sought from public meetings with cities, counties, ACTs, MPOs, COGs, LOAC, JPACT, CDO/RCST Field Teams, Governor's Office, and other stakeholders such as environmental, construction interests** |

| | |
|---|---|
| **SEPTEMBER 7, 2001** | **Deadline for preservation and load limited Highways project submittals to ODOT Regions.** |
| **SEPTEMBER 10, 2001** | **Deadline for Draft Bridge project recommendations developed and refined by ODOT, Bridge Rating Committee, Area Commissions, MPOs, Local Governments, RCST and stakeholder groups.** |
| **SEPTEMBER 20, 2001 OTC MEETING (OTC meets in Eugene)** | **Draft Bridge project list presented to OTC for consideration. Public comment received**<br><br>**OTC adopts temporary rule language defining District Highways.** |
| **OCTOBER 2001** | **Rule defining District Highways is filed with Secretary of State to become effective 91st day following adjournment sine die.** |
| **OCTOBER 5, 2001** | **Deadline for lane capacity and interchange(s) on multilane highway project submittals to ODOT Regions.** |
| **OCTOBER 8, 2001** | **Deadline for Draft Preservation and Load limited Highways project recommendations developed and refined by ODOT, Area Commissions, MPOs, Local Government, RCST and stakeholder groups.** |
| **OCTOBER 16, 2001 OTC MEETING (Location TBA)** | **Final Bridge/Preservation allocation presented to OTC for consideration. Public comment.** |

| | |
|---|---|
| **NOVEMBER 2, 2001** | **Deadline for Draft lane capacity and interchange(s) on multilane highway project recommendations developed and refined by ODOT, Area Commissions, MPOs, Local Government, RCST and stakeholder groups.** |
| **NOVEMBER 8, 2001 OTC MEETING (OTC meets in Hillsboro)** | **Draft Preservation and load limited highway project list and Draft lane capacity project list presented to OTC for consideration and comment. Public comment received.** |
| **DECEMBER 1, 2001** | **Deadline for all ACTs/Regional Advisory Groups submit their project recommendations to the OTC Chairman.** |
| **DECEMBER 12, 2001 OTC MEETING** | **Updated draft project list for Bridge, Preservation, lane capacity and interchange(s) on multilane highway projects presented to OTC for consideration and comment. Final opportunity for public comment on project lists.** |
| **JANUARY 16, 2002 OTC MEETING** | **OTC Approval of Bridge, Preservation, Lane capacity and interchange(s) on multilane highway projects.** |
| **FEBRUARY, 12, 2002 OTC MEETING** | **Technical corrections to HB 2142 projects (if needed).** |
| **APRIL 2002 – AUGUST 2005** | **Bond Financing Timeline** |

# ENCLOSURE B-4

**Administrative Rule for**
**Definition of District Highway**

House Bill 2142, passed by the 2001 Legislature and signed into law by the Governor on June 28, 2001, requires the Oregon Department of Transportation to adopt by administrative rule a definition of District Highway. The language for the definition was taken from the 1999 Oregon Highway Plan after review and comment by the ODOT Local Officials Advisory Committee.

The Department is now in the process of adopting a temporary rule. The Oregon Transportation Commission is scheduled to take action on the temporary rule on or about September 20, 2001. Permanent rule adoption will follow the temporary rule-making procedure. The following definition is the proposed language for the rule and is being sent to interested parties for comment:

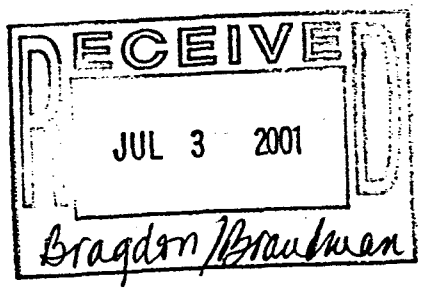
**"For purposes of HB 2142, "District Highway" means a state facility of county-wide significance that functions largely as a county and city arterial or collector."**

If you have comments about the rule, please send them by August 17, 2001 to:

Brenda Trump
ODOT Administrative Rules Coordinator
DMV
1905 Lana Avenue NE
Salem, Oregon 97314

e-mail address: Brenda.C.Trump@ODOT.state.or.us

CITY OF
MILWAUKIE




David Bragdon
Presiding Officer
Metro
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Mike Burton
Executive Officer
Metro
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

July 2, 2001

RE: City of Milwaukie Request for Federal Funds to Acquire Milwaukie Middle School

Dear Sirs:

During the past few months the City of Milwaukie's (City) position with regard to South Corridor issues has been clarified. Chief among the City's priorities is the retention of the Milwaukie Middle School (School) located at 2300 Harrison Street. We believe that it is strategically located to serve both bus and light rail transit center while acting in the dual capacity as community and open space. This position has gained a great deal of broad and deep support among Milwaukie's citizenry.

The North Clackamas School District (District) currently owns the School. The District is planning on closing the School and has sought proposals for its disposition. Those proposals were due on June 29, 2001. In order to preserve its options, the City submitted a proposal that is contingent on federal funds and regional support. At present we do not know whether or not the District has received competitive proposals from other sources. The District has indicated that it will be discussing a decision at its July 19, 2001 Board meeting.

We believe that the School can play a significant role in solving some of the region's transportation needs in both the short and long term. Its proximity to the Tillamook Branch provides an existing alignment that is being considered for an

MILWAUKIE CITY HALL
10722 SE MAIN STREET
MILWAUKIE, OREGON 97222
PHONE: (503) 786-7555 • FAX: (503) 652-4433

extension of light rail through southeast Portland into Milwaukie. In addition, it allows for future extensions south and west should they be deemed necessary and feasible. Finally, there is sufficient room for bus transit center needs.

However, in order to make this happen, we will need federal transportation funds. Our proposal to the District is clear—this is not feasible without a regional discussion about priorities and a decision to support the City in its efforts. At present we have identified two possible funding sources. One is the existing appropriation of $350,000 for the Milwaukie Transit Center. Those funds are currently included in the House Appropriations Committee's FY 2002 Transportation Appropriations bill. Regional support of that priority for acquisition of the School for transit purposes is important. In addition, we would request support for a $1.0 million Federal Transportation and Community and System Preservation Pilot Program (TSCP) grant to fund acquisition of the site. We recognize that there have been regional priorities established for TCSP funds, and we have been exploring ways in which this request might be made consistent with the existing priorities.

Even assuming the best result from the above requests, the amounts stated fall short of the amount we believe would be needed to acquire the site. We will be working on other funding sources and scenarios to supplement any transportation dollars we receive. We look forward to working with you and our regional partners on this and other regional transportation solutions. Metro and Tri-Met staff have been working with us in pursuing this matter, and we wish to express our appreciation of their efforts.

Should you have any questions regarding this issue, please do not hesitate to contact me at 503.786.7521 (bernardj@ci.milwaukie.or.us) or Mike Swanson, City Manager at 503.786.7501 (swansonm@ci.milwaukie.or.us).

Sincerely,

James Bernard
Mayor

c: Andy Cotugno, Planning Director

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301
503-399-5749
Fax: 503-399-5838

March 7, 2001

IN REPLY REFER TO
HPL-OR
720.100

CC: Tom Lulay
Craig Greenleaf

Mr. Bruce Warner, Director
Oregon Department of Transportation
355 Capitol Street N.E., Room 135
Salem, Oregon 97301-3871

Dear Mr. Warner:

RE: Oregon Highway Plan Alternative Mobility Standards

At their December 13, 2000 meeting, the Oregon Transportation Commission amended the 1999 Oregon Highway Plan (OHP) and approved interim alternative mobility standards for portions of the Portland and Medford areas. We understand that alternative standards may also be considered for other areas in the future. As you know, the revision of these standards is not subject to direct Federal approval. We appreciate the fact that, even though Federal approval was not required, the Oregon Department of Transportation (ODOT), Metro and the Rogue Valley Council of Governments included our office in the discussions that preceded these actions.

Although the revised mobility standards do not require Federal approval, the operation of the National Highway System (NHS) and the protection of the Federal investment in the entire Federal-aid Highway System is an item of great Federal interest. The revised standards raise several important questions and issues that must be addressed if ODOT is to preserve and maximize the operational capacity and safety of the National Highway System, especially the Interstate Highway System.

We fully support Oregon's land use laws and recognize the relationships between land use decisions, such as Oregon's urban growth boundaries, and transportation decisions. Certainly

we agree that a balanced multi-modal transportation system is critical to providing the mobility, economic growth, and air quality needed to sustain the economic health and general level of livability that Oregon residents have come to expect. Therefore, to the extent that these revised standards reinforce land use goals and promote a balanced transportation system, we support them. However the revised standards also have the potential to result in increased congestion, higher levels of emissions, an increase in accidents, and negative economic impacts.

This letter is written to offer ODOT the support of this office in finding ways to best work within these new standards to minimize the potential negative consequences of these changes. We are particularly concerned about the potential negative effect the revised standards might have on the operation and safety of the Interstate System and on the new I-5 Trade Corridor.

One reason for our concern is that the mobility standards are used to evaluate the impacts of amendments to transportation plans, comprehensive plans and land use regulations, pursuant to Oregon's Transportation Planning Rule. The intent, as we understand it, is to insure that allowed land uses are consistent with the identified function, capacity and performance standards of the transportation system in place or planned. However, the planned transportation system used for the evaluation is often much larger than resources can reasonably be expected to support. As an example, land use changes in the Portland area are evaluated based on their impacts to the "Priority System" defined in Metro's Regional Transportation Plan however that system is estimated to cost four times as much as the "Fiscally Constrained" system recognized under Federal planning regulations. Without substantial new funding sources, this could cause the capacity of transportation facilities to fall far behind what will be needed to support the local land uses that are being encouraged.

Both the Oregon Highway Plan and Federal Highway Administration (FHWA) Strategic Plan have goals for reduced congestion, improved safety, more efficient movement of freight, and reduced emission of air pollutants. It would seem that with the new mobility standards in place, these goals might be jeopardized. We, in the Oregon Division of FHWA, do not have the authority to change our national strategic goals. Therefore, to help us better understand the impacts of the revised mobility standards and how we might work within them to continue to pursue our goals, we ask that ODOT work with this office and the Metropolitan Planning Organization's (MPO's) to address the following:

1. What is the purpose of the changed standards and what other options were considered to accomplish that purpose?

2. What will be the consequences of these changes in the OHP and FHWA strategic plan emphasis areas of safety, air quality, mobility and the economy?

3. How can NHS operational characteristics be enhanced or at least preserved under these new standards in order to meet the strategic plan goals?

4. What actions will be taken to preserve and enhance safety in areas where these standards are in place? We have particular concerns where high speed traffic encounters queues of very slow moving traffic.

5. How can the economic and efficient movement of freight traffic be maintained?

6. How can the through traveler be protected from the potential negative impacts of these revised standards?

7. What is the intent of calling these "interim" mobility standards?

8. Radial freeways such as the Banfield and Sunset are part of major transit corridors, which provide a choice of modes for intercity travelers. This does not appear to be true for circumferential routes (I-205). Will the revised standards also be applied to the circumferential routes?

9. What are the future plans and for dealing with any corresponding arterial street congestion caused by this change in policy?

10. The southern part of I-205 was built with sufficient right-of–way to allow for expanded capacity yet none is scheduled in the short term. All of the right-of–way was purchased with Federal Funds. What is planned for this route to allow the public to benefit from this increased expenditure for right-of–way? Will the revised standards delay the addition of travel lanes to this route?

11. Are there plans to give operational techniques and ITS technology more emphasis under these new standards?

12. Transportation Management Areas, those metropolitan areas over 200,000 in population, are required to have a congestion management system in place. In Portland, where a Congestion Management System (CMS) is required, how will that management system function under these alternative standards?

13. In areas such as Medford, where a CMS is not required, what processes will be in place to guide the adequate operation and safety of the transportation system under these standards?

14. What will be the impact of the revised mobility standards on AASHTO design standards when improvements are implemented?

15. We understand that refinement and corridor studies will be used to further define future mobility standards and implementation strategies. What commitments do ODOT and the MPOs have to these studies and to their resulting recommendations?

16. What new options are being considered to reduce the gap between existing funding and that needed to provide the multimodal "priority system" that will fully meet the OHP transportation goals and adequately support desired land use changes?

Oregonians have always been proud of their "quality of life" and the vision statement of the OHP recognizes the key role that highways play in supporting livablility and environmental goals. Transportation safety and operational efficiency are also "quality of life" issues of particular concern to both ODOT and FHWA. Therefore, we appreciate your cooperation in addressing these questions and assisting this office as we attempt to formulate our response to these new mobility standards.

As a first step we suggest a meeting between representatives of our respective offices and the impacted MPOs to further define these issues and perhaps to prioritize them for more "in depth" review. Mr. Fred Patron (503-399-5749) will be coordinating this effort at FHWA. Please contact him at your earliest convenience.

Sincerely,

David O. Cox
Division Administrator

Cc:
Metro ( Andy Cotugno)
RVCOG (Dan Moore)
LCOG (Tom Schwetz)
SKATS (Richard Schmidt)
DLCD (Bob Cortright)

# DRAFT

June 28, 2001

David O. Cox
Division Administrator
Federal Highway Administration
The Equitable Building, Suite 100
530 Center St. NE
Salem, OR 97301

Dear Mr. Cox:

Thank you for your letter of March 7, 2001 regarding the highway mobility standards that the Oregon Transportation Commission recently amended in the Oregon Highway Plan. Your letter raises a number of significant issues and legitimate concerns regarding the long-term application of the revised standards. My response has taken some time because ODOT staff have been working both internally and with the Metropolitan Planning Organizations (MPOs) for the Portland and Medford areas (Metro and the Rogue Valley Council of Governments), and with FHWA staff to address and consider your comments. This letter provides our response and hopefully will initiate an ongoing and productive dialogue between ODOT, FHWA, and the MPOs on critical issues related to congestion, safety, system operations, economic viability, and community livability.

You raised a number of questions that focus on the consequences of the changes to the mobility standards and the plans and actions that we will be making to alleviate congestion, maintain through traffic movements and efficiently operate the Interstate and NHS facilities. You also were concerned about funding improvements and the impact of the revised mobility standards on design standards.

**Background**

The highway mobility standards were changed to establish consistency between transportation planning and land use in Metro and the Rogue Valley MPO and the MPOs and the state Highway Plan under the state transportation planning administrative rule. The alternate standard for the Rogue Valley MPO affects only one interchange area in Medford until a new interchange is constructed within the next ten years. The MPO is taking actions to better manage congestion and provide alternatives to the use of the interchange. In the Portland metro area congestion is systemic, and Metro and the local governments are utilizing a multi-faceted approach which includes highway improvements, system management (including operational coordination,

access management and HOV/HOT lanes), Intelligent Transportation Systems (ITS), public transportation and other modes, and land use strategies to maintain mobility.

**Background, cont.**
Statewide, the new $400 million bond funding bill (HB 2142) just passed by the state legislature will allow the state to tackle critical congestion-relieving projects as well as to better preserve our investments highways and bridges. Other funding options are being explored.

ODOT's mobility standards for design will be contained in the revised Highway Design Manual and will be volume to capacity ratios that are less than or equal to the numbers in the Highway Plan. A process for deviating from them will include an evaluation of alternatives for serving projected transportation needs, the land uses allowed in local comprehensive plans, and the establishment of project or corridor-specific standards for the highest level of performance that can be achieved practically. This process will be done through corridor plans as possible.

**State Policy**
Our approach to transportation planning implements the statewide goals that Oregon adopted 25 years ago. These goals have legal standing and form the basis of our state, regional and local comprehensive plans and transportation system plans. The Oregon Transportation Commission adopted the Oregon Transportation Plan and 1999 Oregon Highway Plan, elements of the statewide plan required by ISTEA. These plans were developed with extensive public involvement and support these statewide goals as well as goals supporting safety, mobility and accessibility. Consistent with the statewide goals and these plans, Metro and the other MPOs have tried to find the balance between highway mobility and community accessibility, and highway congestion and the use of other modes in their regional transportation system plans (RTPs). The result of the MPO planning processes, again with extensive public involvement, is an integration of land use and transportation that few other metropolitan areas have achieved.

**Alternate Mobility Standards**
The highway mobility standards were changed because of the consistency requirements of the state Transportation Planning Rule. When a metropolitan areas finds that it is infeasible to meet the 1999 Oregon Highway Plan highway mobility standards, OHP Action 1F.3 allows the metropolitan area to adopt alternate standards in their RTP with the approval of the Oregon Transportation Commission. The OHP requires the RTP to include "all feasible actions" for providing a network of local streets to relieve traffic demand on state highways, managing access and traffic operations to minimize traffic accidents, managing traffic demand, providing alternative modes of transportation and managing land use to limit vehicular demand on state highways. ODOT worked with Metro and the Rogue Valley MPO to ensure that these provisions

were in the RTPs before the Transportation Commission adopted the alternate standards.

**Alternate Standards for RVMPO**

Without the interim alternate mobility standards, the South Medford Interchange would exceed the State's mobility standards for five hours per day, and growth in the area would be at a standstill. The alternate mobility standards allow for the acceptance of higher levels of congestion in the South Medford Interchange area temporarily. The City of Medford has committed $15 million to the new interchange.

Concurrently, the RVMPO is facilitating implementation of policies and actions targeted at the interchange area that are designed to increase the use of alternative modes of transportation and encourage compact, transit-oriented development. These actions include improving the local street network, increasing transit service and establishing a congestion management system, a transportation management association and transportation demand management program in the South Medford Interchange area. If the 2002-2005 State Transportation Improvement Program does not include funding for the new South Medford Interchange, the RVMPO will begin implementing safety improvements at the existing interchange.

**Alternate Standards for Metro**

In 1995, the Metro Council adopted 2040 Growth Concept following intense examination of alternative growth scenarios. Those alternatives examined the trade-offs and efficiencies of alternative regional development patterns, as required by the Transportation Planning Rule. The goals of the effort were to efficiently accommodate growth, maintain the region's healthy economy, and minimize impacts on the environment, farm and forest lands, and existing neighborhoods. The adopted concept targets growth in high-density, mixed-use centers and along high quality transportation corridors. The 2040 Growth Concept performed better than alternative land use patterns in terms of reduced congestion, higher non-SOV mode splits, and lower cost.

The transportation system assumed in Metro's 2040 Concept was refined over the past few years during the update to the RTP when the new mobility standard was recommended. That standard reflected significant analysis and public review. Essentially, to meet a one-hour LOS of D in 2020, every freeway within the Metro area would require expansion to ten lanes, with many arterial expansions to seven lanes. The cost for those improvements was over $13 billion and resulted in extreme impacts on existing neighborhoods, businesses, and the environment. Instead, the RTP recommends a variable two-hour standard that utilizes peak spreading, available arterial capacity, and available alternative mode capacity, all at a minimal level of impact and a much lower cost.

The RTP priority highway system is estimated to cost around $4 billion. In addition, given the efficiencies of the land use system and the available and planned alternative modes, metro area vehicle miles per capita and travel times are significantly reduced over the LOS D alternative. In sum, the RTP maximizes the efficiencies found in the underlying land use pattern with relatively modest improvements to the transportation system. Over time, Portland area congestion will be offset with more modal choice and shorter travel times.

The new mobility standards have been incorporated into the Portland area Congestion Management System (CMS). First, the RTP was developed consistent with CMS guidelines to evaluate alternative transportation options prior to recommending significant SOV capacity. Metro examined an "alternative mode" scenario during their update that included significant transit, bike, pedestrian, and TDM assumptions with a modestly improved highway network. The analysis of that scenario showed that not all of the alternative mode and TDM strategies were effective or cost-efficient, and that more expansion to the highway system was necessary. A finding that reflects this analysis is included in the RTP. Second, the Metro CMS has been revised to incorporate the new mobility standards, and the system will be evaluated against those standards through regular CMS reports.

Metro and ODOT have completed, have underway, or are committed to a number of corridor studies of various types on corridors discussed in the Metro RTP. These include I-5 North, Highway 217, US 26, the Sunrise Corridor and the Tualatin-Sherwood Expressway. ODOT Region 1, Metro, and Portland area local governments and agencies will continue to initiate and participate in future corridor studies as resources are available. The Department's commitment to identified improvements in these studies, in turn, is contingent on available transit and state and local highway modernization, operations and safety funds. However, project funding is inevitably committed to corridors with completed environmental documents, such as the Westside (US 26) series of projects.

The mobility threshold for Metro's circumferential routes is at a higher LOS than radial routes primarily serving the Central City. This is to accommodate the through traveler and freight. I-205 is an example of where through traffic should operate at a higher LOS. The Metro RTP calls out a corridor analysis for I-205 over time that will evaluate how to best utilize available right-of-way in that corridor.

**Transportation Funding**

The gap between the "financially constrained" and "priority" systems in the Metro RTP reflects three factors: (1) lagging state revenues; (2) Oregon's commitment to adequate system maintenance and preservation before modernization; and (3) the conservative federal regulatory procedures for estimating constrained revenues which preclude

assumptions about potential innovative finance options which may supplement traditional sources. In other words, the gap is probably smaller than shown over the twenty years of the RTP because revenue projections cannot capture changes in highway and transit financing that will likely occur.

Statewide, legislators and voters have not supported increases to the fuel tax during last ten years and have turned down the Governor's mileage fee alternative. We are very grateful that our state legislators took the political risk to raise revenues this session in passing legislation to increase title and other fees to fund $400 million in bonds for highway improvements. About $200 million of the revenue package will be for modernization projects to address congestion problems around the state. Other legislation could bring about a task force to study highway funding options.

Other funding initiatives are also underway. In the Portland metro area, members of the Metro Joint Policy Advisory Committee on Transportation (JPACT) and agency staff are working with business leaders to identify potential transportation funding sources to meet the priority system needs as identified in the RTP. The Regional Business Alliance on Transportation (RBAT) is the group leading that effort. In addition, both the 1999 Legislature and the Metro RTP require the examination of toll or pricing options as part of corridor study processes. ODOT and Metro certainly welcome FHWA's assistance in advancing innovative financing tools as rapidly as possible.

**Highway Design**

It is important to note that the highway mobility standards contained in Policy 1F of the Highway Plan are not ODOT's highway design standards. These two standards serve different purposes. We recognize that the differences in standards may result in conflicts. Staff is addressing this issue in the update of the Highway Design Manual and encourage FHWA's participation in the update process. The process will include the following features to resolve the issue:

- Design volume to capacity ratios that are less than or equal to the numbers in the tables of the Highway Plan;
- A process for deviating from the design standards where it would not be practical to meet them including the evaluation of alternatives for serving projected transportation needs and the land uses allowed in local comprehensive plans; and
- The establishment of project or corridor-specific standards for the highest level of performance that can be achieved practically and the incorporation of those standards into the regional and local transportation system plans.
- Reduced lane width, streetscape, transit and pedestrian facilities in urban areas on our less traveled highways.

To the extent possible, ODOT will do this evaluation ahead of project development in corridor plans. In the Metro area, the corridor plans will consider Highway Design Manual mobility standards, analyze alternate ways to maintain or improve highway performance, document the results, and propose new standards after consultation with

FHWA. These standards may modify the OHP mobility standards for the Portland metro area. The Department's commitment to the corridor planning process for establishing adequate levels of mobility on Interstate Highways, other freeways and designated freight routes in the Portland metropolitan area is stated in Highway Plan Policy 1F.

We understand FHWA's support for AASHTO standards, but believe that Metro's emphasis on land use changes in their long-range 2040 Plan, use of alternative transportation, ITS and other transportation management tools warrant consideration of other mobility standards. We welcome further discussion on this issue.

**FHWA Strategic Plan**

We note that the state of Oregon and FHWA share strategic objectives for preservation of infrastructure. The Oregon Highway Plan investment policy emphasizes preservation and management of existing infrastructure before adding new facilities, and preserves Interstate and NHS facilities before regional and district facilities. We have followed that policy in investing in the highway system.

The Highway Plan and our Department have emphasized improving "the operation of the highway system and intermodal linkages to increase transportation access for all people and commodities," as the FHWA Strategic Objective calls for. We are also actively working on safety measures to reduce the number of highway-related fatalities and injuries—and the rate of fatalities and serious injuries has fallen beyond our expectations.

We also note that the FHWA Strategic Objectives call for reducing delays on federal-aid highways by 20 percent in 10 years and reducing highway-related fatalities and highway-related serous injuries by 20 percent in 10 years. We would be interested in how FHWA is going to fund the system to achieve these goals.

In closing, I'd like to acknowledge that these are difficult issues and deserve further discussion. We invite you to join us in a discussion of these issues at the JPACT meeting at Metro on July 12 at 7:30 a.m. Please also feel free to give me a call to discuss.

Sincerely,

Bruce A. Warner
Director

# ENCLOSURE C

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: July 10, 2001

To: All Councilors

From: Councilor Rex Burkholder
Councilor Rod Monroe

Re: Proposed List of Council MTIP Priority Projects

At the June 19 meeting of the Community Planning Committee, the Chair directed that we develop an initial list of priority MTIP projects reflecting Council priorities as clarified at the committee meeting. The proposed list would be reviewed at the next committee meeting or the July 10 Council informal. A total of $38 million is available for project funding and it is our understanding that we were to prepare a list that totaled about 50-75% of the total available funding.

The agency transportation planning staff has completed its technical ranking process for each of the proposed projects. In addition, the Council adopted Resolution No. 01-3025, which set out six additional criteria that the Council would use in its project evaluation process. A listing of these criteria is attached.

**Project Review Process**

The Council staff has developed a ranking matrix of all of the proposed projects to assist the Council in its evaluation process. The matrix identifies each project by type, notes the overall staff technical ranking, and the number of points received by each project for the technical ranking criteria related to 2040 implementation. The matrix then applies the Council adopted evaluation review. In some cases, individual criteria are not applicable to certain projects. The matrix then provides a "council ranking" for each project based on the number of applicable criteria the project has met.

The draft matrix is attached. If individual Councilors with knowledge of a particular project believe that changes should be made in the application of the Council evaluation criteria to the project, please bring these to our attention.

In reviewing the proposed projects, we focused exclusively on the merits of the individual projects. The overall technical ranking, the number of 2040 implementation points received, and the ranking based on the Council-adopted criteria were the sole determining factors. No consideration was given to geographic balance, modal splits or the level of past commitment.

As a result of this review, we are recommending the inclusion of 26 projects or planning activities on the Council priority project list. The cost of these projects is $27,763,000, or 73% of the total available funds. A matrix of these recommended projects is attached.

**Projects Requiring Further Policy Review**

In reviewing certain of the proposed projects, we concluded that additional policy discussion should occur prior to determining whether they should be funded through the MTIP process. These include: the funding of corridor planning projects, the funding of Tri-Met service and program enhancements, and the potential effect of the newly enacted state transportation funding program.

**Corridor Planning Projects.** Metro has requested $600,000 for total funding of the first of 18 potential corridor studies resulting from the nearly completed corridor initiative project. The policy issues that we believe need to be discussed are:

- if the initial study is fully funded from the MTIP process, will an expectation be created that all future corridor studies will also be funded through MTIP
- Given the potential for local benefits and state highway system improvements that might result from the studies, should there be an expectation of local or state matching funds.

**Tri-Met.** Tri-Met has requested continued MTIP funding for two service enhancement programs and funding for two new service enhancement programs. These requests total $5.6 million. The policy issues related to these requests include:

- is it appropriate to use MTIP resources for initial or ongoing funding of Tri-Met service enhancements
- does funding of existing service enhancements create an expectation that MTIP funds will become the permanent funding source for such enhancements
- given the size of the pending requests and the potential for additional future requests, it is there an expectation that an increasing portion of future MTIP allocations would be directed to transit service enhancements
- what is the potential for Tri-Met to fund these enhancements from other sources such as the fare box, the employer tax or other sources of state or federal funding

Tri-Met also has requested a lump sum funding amount of $2 million for unspecified pedestrian/transit related improvements that would be identified by the agency. The policy issues that needs to be addressed are:

- whether local governments should continue to be the originator of pedestrian/transit improvements based on their assessment of local need or should a regional funding pool administered by Tri-Met be established

- should these projects continue to be reviewed on an individual basis through the MTIP process or should a collective funding approach be considered

**New State Funding Availability.** There are several proposals that involve projects that may be actively considered for funding through the newly enacted state transportation-bonding program. These include widening the Sunset Highway, the Sunrise Corridor and the Columbia/Killingsworth Connector. The policy issues associated with these projects include:

- should the potential allocation of MTIP funds for these projects be delayed until the outcome of the state funding process is known
- how should the region insure that it receives its fair share of the new state funding revenues
- should a dialogue be initiated with the state concerning the potential for reallocating existing state transportation resources to assist in the funding of projects proposed for MTIP funding

**Boeckman Road.** The technical criteria applied to determine the project ranking result in zero points because there is no existing road to rate existing congestion and safety concerns. However, it's intended to provide a new connection to Dammash State Hospital to facilitate development of an urban village within the 2040 Growth Concept. How should we rate projects such as this one based upon land use objectives rather than traffic considerations.

We look forward to discussing the projects that should be given priority for funding and the outstanding policy issues that have been noted above.

# Council Recommended MTIP Project Priority List

| Background Information | | Metro Staff Ranking | | Council Project Evaluation Criteria and Ranking | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Project | Funds Requested | Technical Ranking | 2040 Point Ranking (out of 40) | Regional/Town Center, Main Streets, Station Areas | Industrial Center/Intermodal Connectors | Existing Transportation System | Alternatives to Single Occupancy Vehicles | Multi-Modal Transportation System | No Other Readily Available Funding Sources | COUNCIL RANKING |
| **Road Modernization** | | | | | | | | | | |
| Clackamas ITS Program Phase 2 | $500,000 | 76 | 24 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Cornell Road Corridor ITS Project | $375,000 | 73 | 23 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Gresham/Multnomah County ITS Program-Phase 3B | $1,000,000 | 66 | 29 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Harmony/Linwood Railroad Intersection | $750,000 | 52 | 29 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 4 |
| **Road Reconstruction** | | | | | | | | | | |
| **Transit Improvements** | | | | | | | | | | |
| South Corridor EIS | $4,000,000 | Not Ranked | Not Ranked | Yes | No | Yes | Yes | Yes | Yes | 5 out of 6 |
| **Freight Improvements** | | | | | | | | | | |
| N. Lombard Railroad Overcrossing | $2,000,000 | 81 | 40 | No | Yes | No | No | No | No | 1 out of 6 |
| **TOD Improvements** | | | | | | | | | | |
| Implementation Program | $2,100,000 | 96 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Gateway Regional Center TOD | $892,000 | 85 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| **Planning Projects** | | | | | | | | | | |
| Willamette Shoreline Rail and Trail Study | $550,000 | 68 | 30 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 6 |
| Regional Freight Program | $150,000 | Not Ranked | Not Ranked | Yes | Yes | Yes | N/A | No | Yes | 4 out of 5 |
| Metro Core Regional Planning Program | $1,400,000 | Not Ranked | Not Ranked | Yes | Yes | Yes | Yes | Yes | Yes | 6 out of 6 |
| | | | | | | | | | | |
| TOTAL | $27,763,000 | | | | | | | | | |

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# Council Recommended MTIP Project Priority List

| Background Information | | Metro Staff Ranking | | Council Project Evaluation Criteria and Ranking | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Project | Funds Requested | Technical Ranking | 2040 Point Ranking (out of 40) | Regional/Town Center, Main Streets, Station Areas | Industrial Center/Intermodal Connectors | Existing Transportation System | Alternatives to Single Occupancy Vehicles | Multi-Modal Transportation System | No Other Readily Available Funding Sources | COUNCIL RANKING |
| **Boulevard Projects** | | | | | | | | | | |
| Division Street Blvd. Phase 2 Main/Cleveland | $989,000 | 97 | 37 | Yes | N/A | Yes | N/A | Yes | Yes | 4 out of 4 |
| 102nd Ave Boulevard Project | $700,000 | 89 | 32 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Stark Street Boulevard Project | $800,000 | 88 | 28 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| **Pedestrian Projects** | | | | | | | | | | |
| Park Way Sidewalk Project | $235,000 | 75 | 30 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| Molalla Ave. Ped Project | $500,000 | 65 | 25 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| Butner Rd.Sidewalk Project | $180,000 | 60 | 30 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| **Bike Improvements** | | | | | | | | | | |
| Morrison Bridge | $1,345,000 | 100 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 6 |
| Washington St. Bike Lanes | $750,000 | 62 | 40 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| **Regional Multi-Use Trails** | | | | | | | | | | |
| Eastbank Trail-OMSI/Springwater Phase 2 | $4,209,000 | 78 | 30 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 6 |
| Gresham/Fairview Multi-Use Path | $1,076,000 | 69 | 30 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 6 |
| Fanno Creek Multi Use Path Phase 2 | $1,123,000 | 69 | 26 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 6 |
| **TDM Improvements** | | | | | | | | | | |
| Regional Tri-Met TDM Program | $1,400,000 | 90 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| TMA Assistance Program | $500,000 | 86 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| ECO Information Clearinghouse | $94,000 | 83 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Wilsonville TDM Program | $145,000 | 73 | 30 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |

# Council MTIP Project Ranking Matrix

| Background Information | | Metro Staff Ranking | | Council Project Evaluation Criteria and Ranking | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Project | Funds Requested | Technical Ranking | 2040 Point Ranking (out of 40) | Regional/Town Center, Main Streets, Station Areas | Industrial Center/Intermodal Connectors | Existing Transportation System | Alternatives to Single Occupancy Vehicles | Multi-Modal Transportation System | No Other Readily Available Funding Sources | COUNCIL RANKING |
| N. Lombard Railroad Overcrossing | $2,000,000 | 81 | 40 | No | Yes | No | No | No | Yes | 2 out of 6 |
| Columbia/Killingsworth East End Connector | 1,000,000 | 58 | 30 | Yes | Yes | No | No | No | No | 2 out of 6 |
| **TOD Improvements** | | | | | | | | | | |
| Implementation Program | $2,100,000 | 96 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Gateway Regional Center TOD | $892,000 | 85 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| **Planning Projects** | | | | | | | | | | |
| Willamette Shoreline Rail and Trail Study | $550,000 | 68 | 30 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 6 |
| Regional Freight Program | $150,000 | Not Ranked | Not Ranked | Yes | Yes | Yes | N/A | No | Yes | 4 out of 5 |
| RTP Corridor Project | $600,000 | Not Ranked | Not Ranked | Yes | Yes | Yes | Yes | Yes | Yes | 6 out of 6 |
| Metro Core Regional Planning Program | $1,400,000 | Not Ranked | Not Ranked | Yes | Yes | Yes | Yes | Yes | Yes | 6 out of 6 |
| South Corridor EIS | $4,000,000 | Not Ranked | Not Ranked | Yes | No | Yes | Yes | Yes | Yes | 5 out of 5 |

# Council MTIP Project Ranking Matrix

| Background Information | | Metro Staff Ranking | | Council Project Evaluation Criteria and Ranking | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Project | Funds Requested | Technical Ranking | 2040 Point Ranking (out of 40) | Regional/Town Center, Main Streets, Station Areas | Industrial Center/Intermodal Connectors | Existing Transportation System | Alternatives to Single Occupancy Vehicles | Multi-Modal Transportation System | No Other Readily Available Funding Sources | COUNCIL RANKING |
| Sunnyside Rd PE-- 122nd/132nd | $625,000 | 56 | 11 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Harmony/Linwood Railroad Intersection | $750,000 | 52 | 29 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 5 |
| Sunrise Corridor Phase 1 PE I-205/Rock Creek Jctn. | $4,000,000 | 46 | 21 | Yes | N/A | No | No | No | Yes | 3 out of 5 |
| U.S. 26 Widening PE Murray/Cornell | $359,000 | 42 | 21 | Yes | Yes | No | No | No | No | 2 out of 6 |
| SE Foster/162nd | $1,500,000 | 32 | 10 | No | N/A | Yes | Yes | Yes | Yes | 5 out of 6 |
| Murray Blvd Extension | $1,821,000 | 26 | 6 | No | N/A | No | No | No | Yes | 1 out of 4 |
| 223rd Railroad Overcrossing | $149,000 | 23 | 23 | No | N/A | No | No | No | Yes | 1 out of 4 |
| Boeckman Rd. Extension (Dammasch Village) | $1,000,000 | 0 | 0 | Yes | N/A | No | No | No | Yes | 2 out of 4 |
| SE 10th: Left Turn Pocket | $1,320,000 | Incomplete | Incomplete | ? | ? | ? | ? | ? | ? | ? |
| **Road Reconstruction** | | | | | | | | | | |
| Naito Parkway | $1,500,000 | 59 | 34 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| NW 23rd: West Burnside/Lovejoy | $1,300,000 | 55 | 23 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Johnson Creek Blvd.-- 36th to 45th Phase 4 | $800,000 | 53 | 14 | No | N/A | Yes | Yes | Yes | Yes | 4 out of 5 |
| Holgate-- SE 42nd to SE 52nd | $1,100,000 | 52 | 13 | No | N/A | Yes | No | No | Yes | 2 out of 5 |
| **Transit Improvements** | | | | | | | | | | |
| McLoughlin/Barbur Transit Service Continuation | $2,850,000 | 79 | 40 | Yes | N/A | Yes | Yes | Yes | No | 4 out of 5 |
| SMART Transit Center Park & Ride | $1,172,000 | 54 | 2 | Yes | N/A | Yes | Yes | Yes | No | 4 out of 5 |
| Gresham Service Increases | $1,400,000 | 47 | 10 | Yes | N/A | Yes | Yes | Yes | No | 4 out of 5 |
| Washington Commuter Rail Ridership Buildup | $1,074,000 | 43 | 20 | Yes | N/A | Yes | Yes | Yes | No | 4 out of 5 |
| Beaverton/Tigard Service Increases | $1,400,000 | 37 | 20 | Yes | N/A | Yes | Yes | Yes | No | 4 out of 5 |
| **Freight Improvements** | | | | | | | | | | |

# Council MTIP Project Ranking Matrix

| Background Information | | Metro Staff Ranking | | Council Project Evaluation Criteria and Ranking | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Project | Funds Requested | Technical Ranking | 2040 Point Ranking (out of 40) | Regional/Town Center, Main Streets, Station Areas | Industrial Center/Intermodal Connectors | Existing Transportation System | Alternatives to Single Occupancy Vehicles | Multi-Modal Transportation System | No Other Readily Available Funding Sources | COUNCIL RANKING |
| Johnson St. North Side Sidewalk Project | $115,000 | 45 | 15 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| **Bike Improvements** | | | | | | | | | | |
| Morrison Bridge Multi-Use Path | $1,345,000 | 100 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 4 out of 5 |
| Eastbank Trail-OMSI/Springwater Phase 2 | $4,209,000 | 78 | 30 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 5 |
| Gresham/Fairview Multi-Use Path | $1,076,000 | 69 | 30 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 5 |
| Fanno Creek Multi Use Path Phase 2 | $1,123,000 | 69 | 26 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 5 |
| Washington St. Bike Lanes | $750,000 | 62 | 40 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| **TDM Improvements** | | | | | | | | | | |
| Regional Tri-Met TDM Program | $1,400,000 | 90 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| TMA Assistance Program | $500,000 | 86 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Region 2040 Initiatives | $495,000 | 86 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| ECO Information Clearinghouse | $94,000 | 83 | 40 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Wilsonville TDM Program | $145,000 | 73 | 30 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| **Road Modernization** | | | | | | | | | | |
| Clackamas ITS Program Phase 2 | $500,000 | 76 | 24 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Cornell Road Corridor ITS Project | $375,000 | 73 | 23 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Gresham/Multnomah County ITS Program-Phase 3B | $1,000,000 | 66 | 29 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Farmington Rd.--Hocken Ave./Murray Blvd. | $8,210,000 | 64 | 30 | Yes | N/A | Yes | No | Yes | Yes | 3 out of 4 |
| Cedar Hills/Barnes Rd Intersection Improvement | $1,980,000 | 63 | 28 | Yes | N/A | Yes | No | Yes | Yes | 4 out of 5 |
| I-5/Nyberg Road Interchange Widening | $3,507,000 | 60 | 25 | Yes | Yes | No | No | No | Yes | 3 out of 6 |
| SW Greenburg Rd: Washington Square Tiedman | $774,000 | 56 | 14 | Yes | N/A | No | No | No | Yes | 2 out of 5 |

# Council MTIP Project Ranking Matrix

| Background Information | | Metro Staff Ranking | | Council Project Evaluation Criteria and Ranking | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Project | Funds Requested | Technical Ranking | 2040 Point Ranking (out of 40) | Regional/Town Center, Main Streets, Station Areas | Industrial Center/Intermodal Connectors | Existing Transportation System | Alternatives to Single Occupancy Vehicles | Multi-Modal Transportation System | No Other Readily Available Funding Sources | COUNCIL RANKING |
| **Boulevard Projects** | | | | | | | | | | |
| Division Street Blvd. Phase 2 Main/Cleveland | $989,000 | 97 | 37 | Yes | N/A | Yes | N/A | Yes | Yes | 4 out of 4 |
| 102nd Ave Boulevard Project | $700,000 | 89 | 32 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| Stark Street Boulevard Project | $800,000 | 88 | 28 | Yes | N/A | Yes | Yes | Yes | Yes | 5 out of 5 |
| McLoughlin Boulevard Project PE--I-205 to Railroad Tunnel | $625,000 | 85 | 25 | Yes | N/A | No | No | No | ? | 1 out of 4 |
| Cornelius Main Street Project | $500,000 | 65 | 15 | Yes | N/A | Yes | No | No | Yes | 3 out of 5 |
| Boones Ferry/Madrona/Kruse Way Boulevard Project | $2,500,000 | 49 | 11 | Yes | N/A | No | Yes | Yes | Yes | 4 out of 5 |
| Cornell Road Boulevard Project | $3,500,000 | 49 | 16 | Yes | N/A | No | No | No | Yes | 2 out of 5 |
| McLoughlin Boulevard--Scott/Adam Phase 2 | $100,000 | Incomplete | 28 | Yes | N/A | No | No | Yes | Yes | 3 out of 5 |
| **Pedestrian Projects** | | | | | | | | | | |
| Park Way Sidewalk Project | $235,000 | 75 | 30 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| Molalla Ave. Ped Project | $500,000 | 65 | 25 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| Murray Blvd./Farmington Rd. Sidewalk Project | | 65 | 25 | No | N/A | | Yes | Yes | Yes | 4 out of 5 |
| Tri-Met Regional Pedestrian Program | $2,000,000 | 65 | 25 | Specific Project List Unknown At This Time | N/A | | Yes | Yes | Yes | 3 out of 5 |
| 198th Ave. Sidewalk/TV Hwy./SW Trelane St. | $170,000 | 62 | 20 | No | N/A | | Yes | Yes | Yes | 3 out of 5 |
| Jennings Ave. 99E/Portland Ave. Ped Access | $350,000 | 60 | 10 | No | N/A | | Yes | Yes | Yes | 3 out of 5 |
| Forest Grove Town Center Ped Improvements | $400,000 | 60 | 15 | Yes | N/A | | Yes | Yes | Yes | 3 out of 5 |
| Butner Rd.Sidewalk Project | $180,000 | 60 | 30 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| 257th Ave. Pedestrian Improvements | $1,300,000 | 47 | 10 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |
| Johnson St. South Side Sidewalk Project | $96,000 | 45 | 15 | Yes | N/A | | Yes | Yes | Yes | 4 out of 5 |

# ENCLOSURE E

| STAFF RECOMMENDED "150 PERCENT" CUT LIST BY MODAL CATEGORY | | |
|---|---|---|
| ROAD MODERNIZATION | $ 18.587 | 32.9% |
| RECONSTRUCTION | $ 2.300 | 4.1% |
| BIKE | $ 7.775 | 13.8% |
| PEDESTRIAN | $ 3.724 | 6.6% |
| BOULEVARD | $ 3.114 | 5.5% |
| TRANSPORTATION DEMAND MANAGEMENT | $ 2.634 | 4.7% |
| TRANSIT | $ 6.534 | 11.6% |
| TRANSIT ORIENTED DEVELOPMENT | $ 2.992 | 5.3% |
| FREIGHT | $ 2.000 | 3.5% |
| PLANNING | $ 6.780 | 12.0% |
| **TOTAL** | **$ 56.440** | **100%** |

| STAFF RECOMMENDED "150 PERCENT" CUT LIST BY JURISDICTION | | |
|---|---|---|
| CLACKAMAS CO. | $ 10.367 | 18.4% |
| MULTNOMAH CO. | $ 7.614 | 13.5% |
| CITY OF PORTLAND | $ 10.282 | 18.2% |
| WASHINGTON CO. | $ 11.943 | 21.2% |
| REGIONAL | $ 8.880 | 15.7% |
| TRANSIT | $ 7.339 | 13.0% |
| **TOTAL** | **$ 56.425** | **100%** |

# 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 1911

METRO

DATE: July 10, 2001

TO: Andrew C. Cotungo, Planning Director
Mike Hoglund, Long Range Planning Manager

FROM: Terry Whisler, Senior Transportation Planner TW

SUBJECT: MTIP Project Rankings and Draft "150% List" Staff Recommendation

* * * * * * *

**MTIP Project WM6 - Nyberg/I-5 Interchange**

During modeling conducted for technical ranking of this project, the target link capacity was inadvertently decreased to "no build" levels when running the "build" assignment of this project. This did not occur to the other modeled projects. The error was corrected and the evaluation measures were recalculated. With the capacity correction the Vehicle Hours of Delay (VHD), assuming project construction, changed from 91 to 11 hours of delay in the pm two-hour peak period. This increased points for both project effectiveness and cost effectiveness, pulling the score from 60 to 72, making it the third best technically ranked project. The other evaluation measures on the ranking sheet did not change.

Staff recommends the score for this project be changed to 72 total points. Staff has already recommended that $95,000 of right-of-way be included on the 150% list. In light of the ranking correction, staff also recommends that some or all of the $3.405 million requested for construction be considered for inclusion in the 150% list.

**MTIP Project Cbl2 – Boones Ferry Road Boulevard Project**

Staff received additional information from the project sponsor in a memo dated June 26, 2001. As a result, the score and ranking for the Boones Ferry Road Boulevard project should be revised to reflect the information provided in this memo. This project currently shows a score of 60 and is 8th under the Boulevard Design Improvements. Under 'Use Factor - features to calm auto traffic," the reduced turn radii and curb extension categories should both be yes for this project. In addition, under 'Safety" category, the project removes alternative mode hazards by providing a pedestrian refuge and should be yes. These changes result in a change on the ranking sheet for the Use Factor and Safety categories. The project moves from 7 to 10 points in both of these categories. The change in points also impacts the cost effectiveness score. Based on all these revisions, the score for this project increases by 8 points to a total score of 68 points. The changes move the project up to 6th place.

Staff recommends the score for this project be changed to 68 total points.

**MTIP Project WP7 – Forest Grove Town Center Pedestrian Improvements**

Staff received additional information from the project sponsor in a memo dated July 10, 2001. As a result, the score and ranking for this project should be revised to reflect some of the information provided in the memo. The project received 10 out of 20 safety points because documented safety data was not included in the original application submittal. Staff received additional SPIS safety information from the project sponsor, which reported a total of 84 accidents at key intersections within the project area. Based on the evaluation measures used for safety, the project should be awarded the full 20 points for safety. The other evaluation measures on the ranking sheet did not change. The change in points on safety brings the project up from 60 total points to 70 total points, the fourth best technically ranked pedestrian project.

The following administrative factors should also be considered for this project:

- Pacific University is in close proximity to the town center. As a result, there is a high level of pedestrian access from students and faculty from Pacific University to the Town Center area. The City's TSP identifies two intersections within the project area at Pacific and College/Council streets and Pacific and Main as being in the high pedestrian use category (30 to 100 peak hour pedestrian trips). Further, this data does not include the additional trips of students and faculty crossing College Avenue at mid-block or at 21st Avenue to access the town center area.
- The mixed use values identified in the technical ranking underestimate the mixed-use development planned for the town center, particularly the university's long-term expansion program.

Staff recommends the score for this project be changed to 70 total points and that some or all of the $400,000 requested for construction of this project be considered for inclusion in the 150% list.

# 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: July 6, 2001

To: JPACT

From: Michael Hoglund, Regional Planning Director

Subject: 2002-2005 MTIP – 150 Percent List

Attached for your review are a series of tables identifying a recommended "150 percent" list intended to narrow the field of candidate projects for funding under the 2002-2005 Metropolitan Transportation Improvement Program (MTIP) allocation process. As you may recall, during the last MTIP allocation in 1999, a first cut short list of projects representing approximately 150 percent of the available funds was developed in order to narrow the focus for program development. The current allocation's 150 percent list is based on a merging of the technical rankings with administrative factors. The tables indicate whether an administrative factor applies to a project and a clarification comment is included, as necessary. **The projects recommended for the 150 percent list are shaded on each of the tables.**

In addition, three other projects in the road modernization category that are not shaded are recommended for inclusion in the 150 percent list for policy consideration reasons. The projects, Sunrise Corridor Ph. 1 Preliminary Engineering (PE), US 26 (Sunset) Widening PE, and Boeckman Road Extension are discussed below.

JPACT will be asked to approve the 150 percent list at your July 12 meeting. Final JPACT and Metro Council action on the 2002-2005 allocation of Metro-related federal funds is scheduled for September.

In putting together the 150 percent list, Metro staff, the MTIP sub-committee and TPAC identified a number of issues that need clarification or comment. These include:

- 150 percent "target." Approximately $38 million is available for funding, primarily for the years 2004 and 2005. The 150 percent target was established at $57 million. The "150 percent list" includes funding requests for $53.8 million (141 percent, or nine percent below the target).
- Geographic and modal splits. Information on the geographic and mode distribution splits of the 150 percent list are also included in the attachments.
- Planning/PE v. Construction. The current list includes a significant amount of funds for planning and DEIS/PE activities. The final program will have to balance the need to have projects proceeding through planning and development

activities in order to respond to funding opportunities, with the need to actually construct projects. ODOT staff has indicated a shortfall in project development related funds in order to stage priority projects over the next decade.

- Boeckman Road. This project represents an extension from the current terminus of Boeckman Road just west of Interstate 5 at SW 95th, westward to Graham's Ferry. The project is intended to provide alternative access to anticipated development at the Dammasch urban village site. In review of the project, it has been determined that the adopted ranking criteria do not adequately reflect the 2040 benefits of the Dammasch site. Metro staff is working to review the project ranking, in particular related to the timing of actual development on the site, relationship to the 2040 Growth Concept, and on vehicle delay relative to alternative routes serving the Dammasch site.
- Sunrise PE. The project technical score has been revised upward over the last month as safety considerations were re-evaluated. Further information is required on project costs, phasing, and financing prior to moving ahead with expenditures for PE. Funding this project will represent a policy shift for the use of Metro's flexible federal funds. Such funds have not been applied to mainline ODOT highways in the past, whether for construction or engineering.
- US 26 (Sunset). This is another ODOT highway that is seeking Metro flexible funding. The project has a couple of outstanding issues. First, Metro staff is working with ODOT and Washington County staff to review the points allocated to the project under the safety criterion. Second, the project is not included on the Regional Transportation Plan Financially Constrained list and will therefore require an amendment to that list and a new conformity determination. To be funded with federal funds, all projects must be contained within the Financially Constrained RTP. Washington County will need to "trade out" another project or identify additional revenues to maintain the constrained plan's financial balance.
- Bike Projects. All five bicycle projects are recommended for inclusion in the 150 percent list for a number of reasons. The list includes two high ranking projects of significant cost and three moderate cost, medium scoring projects from throughout the region. The TIP sub-committee felt that the projects provide a good variety of choice for a potential final allocation. Further, unlike some of the other modes, only five projects were submitted.
- Transportation Demand Management (TDM). The TDM list essentially includes ongoing funding for existing TDM programs. The requested funding is actually a slight decrease from the amount awarded two years ago.
- Transit Oriented Development (TOD). The MTIP sub-committee recommended both projects be included in the 150 percent list, but that consideration be given to creating a single TOD program area by combining the two projects. Metro staff will provide more detail on this issue at the JPACT meeting.
- Freight. The MTIP sub-committee recommends including the N. Lombard RR Over-crossing in the 150 percent list, but not the Columbia/Lombard East End Connector. Instead, based on past JPACT action, the MTIP sub-committee recommends the East End Connector as a priority for the upcoming ODOT bonding process related to passage of HB 3521.
- HB 3521 – ODOT Bond Program. The MTIP sub-committee recommends that the final package of projects recommended for adoption in September be coordinated with potential projects under HB 3521 in order to maximize implementation of key RTP projects. In addition to the East End Connector, other MTIP candidate projects eligible for the bond program include the Sunrise PE, US 26 PE, and Farmington Road projects.

| STAFF RECOMMENDED "150 PERCENT" CUT LIST BY MODAL CATEGORY | | |
|---|---|---|
| ROAD MODERNIZATION | $ 15.938 | 30% |
| RECONSTRUCTION | $ 2.300 | 4% |
| BIKE | $ 7.775 | 14% |
| PEDESTRIAN | $ 3.724 | 7% |
| BOULEVARD | $ 3.114 | 6% |
| TRANSPORTATION DEMAND MANAGEMENT | $ 2.634 | 5% |
| TRANSIT | $ 6.534 | 12% |
| TRANSIT ORIENTED DEVELOPMENT | $ 2.992 | 6% |
| FREIGHT | $ 2.000 | 4% |
| PLANNING | $ 6.780 | 13% |
| TOTAL | **$ 53.791** | **100%** |

| STAFF RECOMMENDED "150 PERCENT" CUT LIST BY JURISDICTION | | |
|---|---|---|
| CLACKAMAS CO. | $ 9.242 | 17% |
| MULTNOMAH CO. | $ 6.480 | 12% |
| CITY OF PORTLAND | $ 10.282 | 19% |
| WASHINGTON CO. | $ 11.568 | 22% |
| REGIONAL | $ 8.880 | 17% |
| TRANSIT | $ 7.339 | 14% |
| TOTAL | **$ 53.791** | **100%** |

## PRIORITIES 2002 MTIP UPDATE

## PLANNING PROGRAM

| PROJECT CODE/SPONSOR | PROJECT TITLE | FEDERAL FUNDS REQUESTED | COMMMENTS |
|---|---|---|---|
| ***PRIORITY PROGRAMS*** | | | |
| RPLNG4 Metro | Metro Core Planning Program | $1,480,00 | Maintains Federally Required MPO Function |
| Region | South Corridor Transit Study | $4,000,000 | Fulfills JPACT Commitment to South Corridor Transit |
| | | | |
| ***OTHER PROGRAMS*** | | | |
| RPLNG1 Consortium | Willamette Shoreline Rail and Trail Study | $550,000 | Continues Consortium and Public Interest/Activity in Corridor; Multi-modal |
| RPLNG2 | Regional Freight Program | $150,000 | Implements RTP Freight/Business Policies; Leverages previous activities |
| RPLNG3 Metro | RTP Corridor Project | $600,000 | Addresses RTP Refinement Study requirements consistent with TPR |

***Priorities 2000 Projects:***
***Nominations Summary***
***Blended Technical and Adminstrative Rankings***

**Road Modernization Projects**

| Agency | Code | Proposed Rank | Project Title | Federal Funds Request | Total Project Points | ADMINISTRATIVE RANKING | CONGESTION RELIEF | 2040 SUPPORT | SAFETY | COST/REDUCED DELAY | Past Commitment | Link to other Project | Minimum Phase | Multi-Modal Benefit | Overmatch | Affordable Housing/ Schools | Public Support | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Gresham | rm1 | 2/0 | Gresham/Mult. Co. ITS Program, Ph. 3B | $ 1.000 | 68 | H | 14 | 29 | 15 | 10 | Y | Y | Y | Y | | | | System management project; joint County/Gresham support. Half the request is to develop algorithms needed to support region-wide adaptive signal mangement technology at heavily congested intersections throughout the region, which is the next logical phase of the region's arterial management program. Other half equals funds committed to program that were stripped by the City for Stark Street boulevard project. |
| Clack. Co. | cm1 | 2/0 | Clackamas ITS Program Ph. 2 | $ 0.500 | 76 | H | 22 | 24 | 15 | 15 | Y | Y | Y | Y | | | | System management project serving prioritized corridors. Previous regional support for system planning and partial implementation. Better manages existing capacity to forestall construction of added capacity. Enables transit and emergency managment signal pre-emption. |
| Wash. Co. | wm2 | 0 | Cornell Road Corridor ITS Project - Cornell Road: Main/10th to Co | $ 0.375 | 75 | H | 17 | 23 | 20 | 15 | Y | Y | Y | Y | | | | System management project serving prioritized corridors. Previous regional support for system planning and partial implementation. Better manages existing capacity to forestall construction of added capacity. Enables transit and emergency managment signal pre-emption. |
| Clack. Co. | cm2 | 0 | Sunnyside Road PE – 122nd/132nd | $ 0.625 | 61 | H | 15 | 11 | 20 | 15 | Y | Y | Y | | | | | Next logical, minimum phase of Sunnyside Road widening program; critical access function to Damascus area; County's highest arterial priority. |
| Mult. Co. | wm2 | 0 | 223rd Ave. Railroad Overcrossing | $ 0.149 | 47 | H | 4 | 23 | 20 | 0 | Y | Y | | Y | | | | Project safety points based on inadequacy of ROW rather than accidents; OXing restricts bike and pedestrian trail program priorities; hi agency and public support; regional equity |
| City of Beaverton | wm7 | 0 | Farmington Road: Hocken Ave./Murray Blvd | $ 8.210 | 59 | H | 14 | 30 | 10 | 5 | Y | Y | | | | | | Could be broken into $4.3 million ROW phase; PE funded in previous update; Murray Farmington to Blvd intersection. Design calls for double left turn bays at Farmington/Murray intersection |
| Tigard | wm4 | 0 | SW Greenburg Road: Washington Square Dr./Tiedeman Ave. | $ 0.774 | 58 | H | 12 | 14 | 20 | 10 | Y | Y | | Y | | | | Full funding in previous update was split into PE phases of several different projects; could be split into $390K ROW phase. Links to ODOT interchange improvements. |
| COP | pm1 | 0 | SE Foster Rd at SE 162nd Ave | $ 1.500 | 34 | H | 9 | 10 | 10 | 5 | Y | Y | Y | Y | | | | Received $600K from previous update; cost increase required to address bridge work mandated by fish recovery regs.; bridge enables multimodal pathway option not afforded by culvert connecting to Metro greenspaces and Damascus area. Regional equity |
| Tualatin | wm6 | 0 | I-5/Nyberg Interchange Widening | $ 0.095 | 55 | M | 10 | 25 | 20 | 0 | Y | Y | | | | | | PE funded in previous update; leverages ODOT planned ramp improvements; Staff recommendation is to fund only the $95K ROW phase and defer $3.405 construction phase. |
| | | | Subtotal | $ 13.228 | | | | | | | | | | | | | | |
| Wash. Co. | wm1 | 0 | U.S 26 Widening PE – Murray/Cornell | $ 0.359 | 72 | Significant Policy Issues to be Addressed | 25 | 22 | 10 | 15 | | Y | Y | | | | | Project not from Financially Constrained network; first time request for regional funds to plan mainline freeway expansion; linked to Barnes Road Interchange reconstruction proj |
| Clack. Co./ Happ | cm5 | 0 | Sunrise Corridor Ph. 1 PE: I-205/Rock Creek Jnct. | $ 4.000 | 66 | | 25 | 21 | 20 | 0 | Y | Y | Y | | | | | Clackamas County's highest priority; could be split into lesser $50-$90 million non-interchange Phase 1 of Unit 1 but delay benefits would be reduced; Safety points based on SPISS ranking that show 4 intersections on ODOT's worst 10% statewide list for comparable facilities. Completion of EIS needed to formulate financing strategy. |
| Wilsonville | cm4 | 0 | Boeckman Road Extension (Dammasch Urban Village): 95th Ave/C | $ 1.000 | 0 | | 0 | 0 | 0 | 0 | | Y | Y | | 92% | | | Technical ranking system does not adquately address merits of this project; funding decision is essentially a policy decision regarding priority of ameliorating present congestion/safety issues or supporting anticipated 2040 development types well ahead of market implementation; Significant overmatch ($1 mil of public money leverages $12 million of private investment). Significant wetland impacts. Poor model anticipation of potential increases of mixed use intensity before 2020. |
| | | | Subtotal | $ 5.359 | | | | | | | | | | | | | | |
| Wash. Co. | wm3 | 0 | Cedar Hills Blvd./Barnes Rd. Intersection Improvement | $ 1.980 | 60 | M | 12 | 28 | 10 | 10 | | Y | | Y | | | | Relates to Peterkort development and 112th extension projects; community blvd.; Could be split into $45K PE and /or $585K ROW phases. |
| Clack. Co./ Milwa | cm3 | 0 | Harmony/Linwood/Railroad Intersection | $ 0.750 | 46 | M | 12 | 29 | 0 | 5 | Y | Y | Y | Y | | | | PE allocated in previous update; current request asks for more money to accomplish same work. Project scope is being expanded to address corridor rather than intersection. No implementation funding plan developed and County commitment to project is weak. |
| Hillsboro | wm8 | 0 | SE 10th: E. Main/SE Baseline Left Turn Pocket | $ 1.320 | 31 | L | 0 | 31 | 0 | 0 | Y | Y | | | | | | Project awarded PE in previous update but no prospectus yet submitted. No complete application submitted. |
| BV | wm5 | 0 | Murray Blvd: Scholls Ferry Road to Barrows/Walnut | $ 1.821 | 26 | L | 0 | 6 | 20 | 0 | | | Y | | | | | Supports buildout of Murray Town Center mixed use development. Multi-agency support, mixed public acceptance |
| | | | Subtotal | $ 5.871 | | | | | | | | | | | | | | |
| | | | TOTAL: | $ 24.458 | | | | | | | | | | | | | | |

*Priorities 2000 Projects:*
*Nominations Summary*
*Blended Technical and Adminstrative Ranking*

## Road Reconstruction Projects

| Agency | Code | Rank | Project Title | Federal Funds Request (mil) | Total Project Points | ADMINISTRATIVE RANKING | PAVEMENT CONDITION | 2040 SUPPORT | SAFETY | COST PER VMT | Past Commitment | Link to other Project | Minimum Phase | Multi-Modal Benefit | Overmatch | Affordable Housing/ Schools | Public Support | ADMINSTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Total points possible for each scoring category* | | *100* | | *25* | *40* | *20* | *15* | | | | | | | | |
| Portland | pr3 | 2 | Naito Parkway: NW Davis/SW Market St. | $ 1.500 | 66 | H | 10 | 34 | 14 | 8 | Y | Y | Y | Y | | | | $2.4 M prior regional commitment; adds bike lanes, new landscaping, ped X'ings to Comm. Blvd; links to Hawthorne Bridge improvement and Lovejoy Ramp reconstruction; connects River District with SW. |
| Milwaukie | cr1 | 13 | Johnson Creek Blvd. – 36th to 45th, Ph. 4 | $ 0.800 | 42 | H | 20 | 14 | 0 | 8 | Y | Y | Y | Y | | | | $1.024 M prior reg. commitment, joint project of COP/Milwaukie; links to prior phases; very constrained ROW w/ significant multi-mode benefits where none now exist; Key link 'tween CTC, Milw. & Selwood Brdg in area w/ few E/W routes; Controls street runoff to lower reach of Johnson Creek. |
| | | | SUBTOTAL: | $ 2.300 | | | | | | | | | | | | | | |
| Portland | pr1 | 6 | NW 23rd: W Burnside St./NW Lovejoy St | $ 1.300 | 61 | L | 10 | 23 | 20 | 8 | | | | | | | | Could be split into $325K PE phase; minimum effect on safety issues despite high accident rate. Storm drain reconstruction will include more bike friendly design. |
| Portland | pr2 | 8 | Holgate Blvd: SE 42nd - SE 52nd Ave (Ptld) | $ 1.100 | 45 | L | 10 | 13 | 7 | 15 | | | | | | | | No signficant adminstrative features; Safety issues not corrected by project and are therefore over-represented. |
| | | | SUBTOTAL: | $ 2.400 | | | | | | | | | | | | | | |

## *Priorities 2002 Projects: Draft Blended Technical/Adminstrative Ranking*

### Bike Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | Total Project Points | ADMINISTRATIVE RANKING | USE FACTOR | SAFETY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | Affordable Housing/ Schools? | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multi Co/Ptld | MB2 | 1 | Morrison Bridge Bicycle/Pedestrian Facility | $ 1.345 | 100 | H | 25 | 20 | 40 | 15 | Y | Y | Y | Y | | Y | Y | Would provide ADA-required access. Also the highest ranked bike/pedestrian project in 1999 MTIP process. Strong public and multi-jurisdictional support. PE beginning later in 2001. |
| Portland | CB1 | 2 | E Bank Trail/Springwater Trail Connector | $ 3.940 | 78 | H | 25 | 20 | 30 | 3 | Y | Y | Y | Y | | Y | Y | 109 cards/letters in support. Strong multi-jurisdictional support. Expensive - can this phase of the project obligate funds by 2005? |
| THPRD | WB1 | 3 | Fanno Creek Trail, Ph. 2 | $ 0.888 | 69 | H | 15 | 20 | 26 | 8 | Y | Y | Y | Y | | Y | Y | Provides an E/W multi-use pathway in an area that lacks trail connections. |
| Gresham | MB1 | 3 | Gresham-Fairview Trail | $ 0.852 | 69 | H | 18 | 13 | 30 | 8 | Y | Y | Y | Y | | Y | Y | Need for project was recognized twelve years ago. The trail links significant natural areas and provides both transportation and recreation opportunities. |
| Oregon City | CB2 | 4 | Washington St. Bike Lane PE: 12th/16th | $ 0.750 | 62 | H | 11 | 8 | 40 | 3 | Y | Y | Y | Y | 36% | Y | | Significant multimodal benefits in addition to providing striped bike lanes - adds signals, sidewalks, and reduces segment from four lanes to three lanes. |

TOTAL: 7.775

Staff recommends retention of 100% of the proposed bike/pedestrian multi-use projects because of the quality of the proposals with respect to both local and regional transportation and recreational objectives and their geographic balance.

## *Priorities 2002 Projects: Draft Blended Technical/Adminstrative Ranking*

## Pedestrian Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | ADMINISTRATIVE RANKING | Total Project Points | USE FACTOR | SAFETY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | Affordable Housing/ Schools? | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wash Co | WP1 | 1 | Park Way Sidewalk Project: SW Marlow Ave/SW Parkwood Dr. | $ 0.235 | H | 75 | 35 | 15 | 10 | 15 | | | Y | Y | 20% | Y | | Provides safer bike and pedestrian crossings to access Sunset transit center, schools and businesses. |
| Tri-Met | RP1 | 1 | FY04/05 Regional Pedestrian Access to Transit Program | $ 2.000 | H | 75 | 30 | 20 | 15 | 10 | | | | Y | | | | Program to enhance ped to bus/rail connections at inventoried and prioritized Regional Center/Town Center/Station Area locations |
| Oregon City | CP2 | 1 | Molalla Ave. Pedestrian Project – Willamette/Pearl & Mountain View/Holmes | $ 0.500 | H | 75 | 25 | 20 | 15 | 15 | | Y | Y | Y | 23% | | Y | Proposed pedestrian improvements and driveway consolidations begin to implement recommendations adopted by City in Mollala Avenue Plan; additional boulevard elements will be constructed as part of future implementation of plan. |
| Wash Co | WP6 | 2 | Murray Blvd Sidewalk Project: Farmington Rd/675 ft North | $ 0.119 | M | 65 | 30 | 10 | 10 | 15 | | | Y | Y | 20% | | | Fills in missing gaps - intersection is ranked 13th in Washington County's SPIS list. |
| Wash Co | WP2 | 3 | 198th Avenue Sidewalk: TV Highway/SW Trelane Street | $ 0.170 | M | 62 | 25 | 17 | 5 | 15 | | Y | Y | Y | 20% | | | 1/2 street improvement that is linked with existing and future improvements |
| Mult Co | MP1 | 3 | 257th Ave. Pedestrian Improvements | $ 0.700 | M | 62 | 25 | 17 | 5 | 15 | | | | Y | | Y | | Recommend funding partial project at $700,000 (instead of $1.3 M request). Improves access to Reynolds High School and Columbia Park |
| | | | ***Subtotal:*** | **$ 3.724** | | | | | | | | | | | | | | |
| Clack Co | CP1 | 4 | Jennings Ave: 99E/Portland Ave Ped Access | $ 0.350 | M | 60 | 20 | 20 | 5 | 15 | | Y | Y | | | Y | | Begins to implement South Corridor Project along McLoughlin Corridor |
| Forest Grove | WP7 | 4 | Forest Grove Town Center Pedestrian Improvements | $ 0.400 | M | 60 | 25 | 10 | 10 | 15 | | | | Y | | | Y | Implements adopted town center plan; addresses safety problems by providing ADA compliant wheelchair ramps and replacing *curbs/sidewalks that are currently in disrepair; bike racks, bus shelters and benches are also provided* |
| Wash Co | WP3 | 4 | Butner Road Sidewalk Project – SW Marlow Avenue/SW Wood Way | $ 0.180 | M | 60 | 30 | 5 | 10 | 15 | | | Y | Y | 20% | | | Provides a bikeway and safer pedestrian crossings to access Sunset transit center, schools, businesses |
| Wash Co | WP5 | 5 | Johnson Street – South Side – Sidewalk Project – SW 185th Ave./SW 178th Ave. | $ 0.115 | M | 50 | 25 | 5 | 5 | 15 | | | Y | Y | 20% | | | |
| Wash Co | WP4 | 6 | Johnson Street – North Side – Sidewalk Project: SW 185th Ave./SW 178th Ave. | $ 0.096 | M | 45 | 20 | 5 | 5 | 15 | | | Y | Y | 20% | | | |

**Subtotal:** **$ 1.141**

**TOTAL: $ 4.865** (reflects $600,000 reduction of MP1)

## *Priorities 2002 Projects: Draft Blended Technical/Adminstrative Ranking*

## Boulevard Design Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | Total Project Points | ADMINISTRATIVE RANKING | USE FACTOR | SAFETY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | Affordable Housing/ Schools? | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City of Gresham | mbl1 | 1 | Division Street Boulevard, Ph. 2: Main/Cleveland | $ 0.989 | 97 | H | 25 | 20 | 37 | 15 | Y | Y | | Y | | | | First phase received $2.2 million in last update; could be split to $40K/$140K PE/ROW phases |
| City of Portland | pbl1 | 2 | 102nd Ave Boulevard Project: Hancock/Main | $ 0.700 | 92 | H | 25 | 20 | 32 | 15 | | Y | Y | | | | | Supports TOD request for Gateway redevelopment; Agency priority; PE only requested; regional equity |
| City of Gresham | mbl2 | 3 | Stark Street Boulevard Project: 190th/197th | $ 0.800 | 88 | H | 25 | 20 | 28 | 15 | Y | Y | | | | Y | | First phase received $2 million TEA-21 earmark in last update; could be split to $40K/$140K PE/ROW phases. |
| City of Oregon City | cbl3 | 4 | McLoughlin Boulevard Project PE: I-205/Railroad Tunnel | $ 0.625 | 85 | H | 25 | 20 | 25 | 15 | Y | | Y | Y | 24% | | | PE request; addresses acute impacts of state highway on designated regional center; first phase of comprehensive redevelopment program; connects to and leverages Willamette Falls Overlook Plaza recently built by Oregon City. |
| | | | **Subtotal:** | **$ 3.114** | | | | | | | | | | | | | | |
| Washington County | wbl1 | 6 | Cornell Road Boulevard Project – Murray Blvd/Saltzman Road | $ 3.500 | 68 | M | 25 | 17 | 21 | 5 | Y | | | | 58% | | | Received $540K ROW phase in 2000 update for a Boulevard design; could be split into $2M ROW phase. |
| City of Cornelius | wbl2 | 7 | (Cornelius) Main Street Blvd Project: 10th/20th | $ 0.500 | 65 | M | 25 | 20 | 15 | 5 | Y | | | | | | | Incomplete application |
| City of Lake Oswego | cbl2 | 8 | Boones Ferry Rd Boulevard Project: Madrone/Kruse Way Blvd Project | $ 2.500 | 60 | L | 22 | 17 | 11 | 10 | | | | | | | | Could be split into $500K/$1M PE/ROW phases. |

**Subtotal:** 6.500

TOTAL: **9.614**

## *Priorities 2002 Projects: Draft Blended Technical/Adminstrative Ranking*

## TDM Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | Total Project Points | ADMINISTRATIVE RANKING | USE FACTOR | SAFETY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | *Affordable Housing/ Schools?* | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tri Met | RTDM2 | 1 | Regional TDM Progam at Tri-Met | $ 1.400 | 92 | H | 20 | 0 | 15 | 40 | Y | Y | Y | Y | | Y | Y | Fundamental basis of all other regional TDM activity |
| Tri Met/Reg | RTDM1 | 2 | TMA Assistance | $ 0.500 | 86 | H | 26 | 0 | 20 | 40 | Y | Y | Y | Y | 37% | Y | Y | Because of the nature of TDM, all of the programs listed below link to other high priority projects, provide significant multi-modal benefit, and serve affordable housing and/or schools. Local/private overmatch is a program requirement for TMA start-ups |
| Tri-Met/Reg | RTDM3 | 3 | Region 2040 Initiatives | $ 0.495 | 88 | H | 20 | 0 | 20 | 40 | Y | Y | Y | Y | | Y | Y | Component of regional support for Tri-Met "Transit Choices for Livability" program |
| DEQ | RTDM4 | 4 | ECO Information Clearinghouse | $ 0.094 | 85 | H | 20 | 0 | 25 | 40 | Y | Y | Y | Y | | Y | ? | ECO Program is a transportation control measure (TCM) in the ozone maintenance plan; TCM was adopted by Metro resolution in mid 1990s. |
| Wilsonville | RTDM5 | 5 | Wilsonville TDM Program | $ 0.145 | 81 | H | 17 | 0 | 25 | 30 | Y | Y | Y | Y | | Y | ? | 37 ECO affected employers. Functions as a cross between a Wilsonville TMA and subregional TDM program *ala* the regional program housed at Tri-Met. Component of regional support for Tri-Met "Transit Choices for Livability" program. |

**TOTAL:** **2.634**

*Staff recommends retaining 100% of the proposed TDM funding requests in order to maintain contributions from each facet of the region's TDM program efforts.*

## *Priorities 2004-05 Projects: Draft Blended Technical/Adminstrative Ranking*

## Transit Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | Total Project Points | USE FACTOR | SUPPORTS 2040 | COST EFFECTIVENESS | Administrative Rating | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | Affordable Housing/ Schools? | Endangered Species Recovery? | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tri-Met | rtr1a | 1A | FY04/05 McLoughlin/Barbur Transit Service Continuation | $2.850 | 79 | 20 | 40 | 19 | H | Y | Y | Y | Y | Y | Y | N | * | Continuation of MTIP funding that provides existing service. Providing service in the South Corridor Study area - a planning study receiving regional funding and committed as the regions next priority for HCT improvements. Overmatched (100%) by Tri-Met fare revenue increase. Provides service to affordable housing stock and 2 high schools. Coordinated with Tri-Met fast link amenity improvements. |
| Tri-Met | rtr1b | 1B | Placeholder to split ranking of McLoughlin/Barbur Service | $0.000 | 0 | 0 | 0 | 0 | H | Y | Y | ? | Y | Y | ? | N | * | Continuation of MTIP funding that provides existing service. Overmatched (100%) by Tri-Met fare revenue increase. Coordinated with Tri-Met fast link amenity improvements. |
| SMART | ctr1 | 2 | Smart Transit Center Park & Ride | $1.172 | 47 | 26 | 2 | 19 | H | N | Y | Y | Y | ? | N | N | * | Provides regional link to Salem transit service. Provides pedestrian and bicycle access/parking improvements at transit center. Ties into Washington County Commuter Rail park-and-ride. |
| Tri-Met | mtr1 | 2 | FY04/05 Gresham TCL Service Increases | $1.794 | 47 | 18 | 10 | 19 | M | N | N | Y | Y | N | Y | N | * | East Multnomah County TCL submission. Serves affordable housing stock in Rockwood area. The TCL program objective is to promote transited oriented land use development by provision of high quality transit service in developing locations. |
| Tri-Met | wtr1 | 5 | FY05 Beaverton/Tigard TCL Service Increases | $0.718 | 37 | 10 | 20 | 7 | M | N | N | Y | Y | N | Y | N | * | Washington County TCL submission for one year (FY'05) of service. No capital purchase of buses required. Includes $30,000 for expansion of Jobs Access program in Tigard area. The TCL program objective is to promote transited oriented land use development by provision of high quality transit service in developing locations. |
| | | | **Subtotal:** | $6.534 | | | | | | | | | | | | | | |
| City of Tualatin | wtr2 | 4 | FY04/05 Bus-based Wash. Co. Commuter Rail Ridership Buildup | $1.074 | 43 | 10 | 20 | 13 | M | N | Y | Y | Y | N | N | N | * | Provides build-up service for potential Commuter Rail that has received regional funding for PE between Tualatin and Beaverton. Local match includes $600,000 of sidewalk improvements in Tualatin. |
| | | | **Subtotal:** | $1.074 | | | | | | | | | | | | | | |

**TOTAL: $7.608**

*Priorities 2002 Projects:*
*Draft Blended*
*Technical/Adminstrative Ranking*

## Transit Oriented Development Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | Total Project Points | ADMINISTRATIVE RANKING | USE FACTOR | INCREASE DENSITY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | Affordable Housing/ Schools? | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Metro | MTOD1 | 0 | TOD Implementation Program | 2.100 | 96 | H | 25 | 20 | 36 | 15 | Y | Y | Y | Y | Y | ? | | Continuation funding for ongoing regional program. No project currently identified but substantial record of completed projects. |
| PDC | PTOD1 | 0 | Gateway Regional Center TOD Project | 0.892 | 85 | H | 25 | 20 | 40 | 0 | | Y | Y | Y | Y | ? | | Requested funds leverage a significant private investment proposal and links to nominated 102nd Boulevard project. |

**SUBTOTAL:** **2.992**

Staff recommends funding both nominated TOD program requests.

## *Priorities 2002 Projects: Draft Blended Technical/Adminstrative Ranking*

## Pedestrian Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | ADMINISTRATIVE RANKING | Total Project Points | USE FACTOR | SAFETY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | Affordable Housing/ Schools? | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wash Co | WP1 | 1 | Park Way Sidewalk Project: SW Marlow Ave/SW Parkwood Dr. | $ 0.235 | H | 75 | 35 | 15 | 10 | 15 | | | Y | Y | 20% | Y | | Provides safer bike and pedestrian crossings to access Sunset transit center, schools and businesses. |
| Tri-Met | RP1 | 1 | FY04/05 Regional Pedestrian Access to Transit Program | $ 2.000 | H | 75 | 30 | 20 | 15 | 10 | | | | Y | | | | Program to complete an inventory, and prioritize and construct sidewalk and safety enhancements at bus stops in Regional Center, Town Center and Corridor locations throughout the region. |
| Oregon City | CP2 | 1 | Molalla Ave. Pedestrian Project – Willamette/Pearl & Mountain View/Holmes | $ 0.500 | H | 75 | 25 | 20 | 15 | 15 | | Y | Y | Y | 23% | | Y | Proposed pedestrian improvements and driveway consolidations begin to implement recommendations adopted by City in Mollala Avenue Plan; additional boulevard elements will be constructed as part of future implementation of plan. |
| Wash Co | WP6 | 2 | Murray Blvd Sidewalk Project: Farmington Rd/675 ft North | $ 0.119 | M | 65 | 30 | 10 | 10 | 15 | | | Y | Y | 20% | | | Fills in missing gaps - intersection is ranked 13th in Washington County's SPIS list. |
| Wash Co | WP2 | 3 | 198th Avenue Sidewalk: TV Highway/SW Trelane Street | $ 0.170 | M | 62 | 25 | 17 | 5 | 15 | | Y | Y | Y | 20% | | | 1/2 street improvement that is linked with existing and future improvements |
| Mult Co | MP1 | 3 | 257th Ave. Pedestrian Improvements | $ 0.700 | M | 62 | 25 | 17 | 5 | 15 | | | | Y | | Y | | Recommend funding partial project at $700,000 (instead of $1.3 M request). Improves access to Reynolds High School and Columbia Park |
| | | | **Subtotal:** | $ 3.724 | | | | | | | | | | | | | | |
| Clack Co | CP1 | 4 | Jennings Ave: 99E/Portland Ave Ped Access | $ 0.350 | M | 60 | 20 | 20 | 5 | 15 | | Y | Y | | | Y | | Begins to implement South Corridor Project along McLoughlin Corridor |
| Forest Grove | WP7 | 4 | Forest Grove Town Center Pedestrian Improvements | $ 0.400 | M | 60 | 25 | 10 | 10 | 15 | | | | Y | | | Y | Implements adopted town center plan; addresses safety problems by providing ADA compliant wheelchair ramps and replacing curbs/sidewalks that are currently in disrepair; bike racks, bus shelters and benches are also provided |
| Wash Co | WP3 | 4 | Butner Road Sidewalk Project – SW Marlow Avenue/SW Wood Way | $ 0.180 | M | 60 | 30 | 5 | 10 | 15 | | | Y | Y | 20% | | | Provides a bikeway and safer pedestrian crossings to access Sunset transit center, schools, businesses |
| Wash Co | WP5 | 5 | Johnson Street – South Side – Sidewalk Project – SW 185th Ave./SW 178th Ave. | $ 0.115 | M | 50 | 25 | 5 | 5 | 15 | | | Y | Y | 20% | | | |
| Wash Co | WP4 | 6 | Johnson Street – North Side – Sidewalk Project: SW 185th Ave./SW 178th Ave. | $ 0.096 | M | 45 | 20 | 5 | 5 | 15 | | | Y | Y | 20% | | | |

**Subtotal:** **$ 1.141**

**TOTAL: $ 4.865** (reflects $600,000 reduction of MP1)

## *Priorities 2002 Projects:*
## *Draft Blended*
## *Technical/Adminstrative Ranking*
## Freight Projects

| Agency | Code | Proposed Rank | Project Title | Federal Funds Requested | Total Project Points | ADMINISTRATIVE RANKING | USE FACTOR | SAFETY | SUPPORTS 2040 | COST EFFECTIVENESS | Past Regional Commitment? | Linked Project? | Minimum Phase? | Multi-Modal Benefit? | Overmatch? (local match shown for projects that exceed required 10% match) | *Affordable Housing/ Schools?* | Public Support? | ADMINISTRATIVE FACTORS CONTRIBUTING TO PROJECT RANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Port | PF2 | 1 | N. Lombard Railroad Overcrossing | $ 2.000 | 100 | H | 25 | 20 | 40 | 15 | Y | Y | Y | | | | | Metro model does not capture auto/truck delay associated w/ rail closures of Lombard at the project location; data is based on Port supplied counts and estimates of future closures of up to 2/3rds of the peak period (2:00 pm - 5:00 pm) by train crossings averaging 15 minutes each. Traded sector employment data is also not reflected for this project. |
| | | | **SUBTOTAL:** | **$ 2.000** | | | | | | | | | | | | | | |
| Port/PDX/ODOT | PF1 | 2 | Columbia/Killingsworth East End Collect | $ 1.000 | 50 | M | 0 | 20 | 30 | 0 | Y | N | Y | | | | | The significance of the project relationship to traded sector employment is not represented by the current analytic tools. Port disagrees with results of model generated delay values. Project is a priority for the State Bond Program based on previous JPACT action. |
| | | | **SUBTOTAL:** | **$ 1.000** | | | | | | | | | | | | | | |
| | | | **TOTAL:** | **$ 3.000** | | | | | | | | | | | | | | |