METRO

2040 Fundamentals

Approved by Metro Council Community Planning Committee

(Performance Measures Program)

June 5, 2001

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1. **Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors;**

2. **Protect and restore the natural environment through actions such as protecting and restoring streams and wetlands, improving surface and ground water quality, and reducing air emissions;**

3. **Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight;**

4. **Maintain separation between the Metro region and neighboring cities by working actively with these cities and their respective counties;**

5. **Enable communities inside the Metro area to preserve their sense of physical identity by using, among other tools, greenways, and natural areas, and built environment elements.**

6. **Ensure availability of diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction;**

7. **Create a vibrant place to live and work by providing sufficient, accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations.**

8. **Encourage a strong local economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high quality education.**


CAFE

Where do we grow from here?

Metro would like your ideas and opinions on land-use and transportation choices, parks for wildlife and people, and safe and healthy homes. Give us your thoughts anytime day or night before 5 p.m. June 29. Go to

www.metro-region.org/survey

or call toll free **1-888-920-2040**

METRO

Let's talk

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Tier Breakdown of Scored 2040 Performance Indicators [*Draft*]

April 13, 2001

Fundamental #3: Provide balance to the transportation system by promoting all types of travel, such as bicycling, walking and using mass transit, as well as cars and freight movement.

a) Are we providing equal access to residents of this region?
[3.5 (a-b); 3.5 (c-g); 3.6 (a-c)]

b) Are we spending money equitably for all modes of transportation infrastructure?
[3.1 (b-g); 3.1 (n-l)]

c) Are we handling traffic volumes at our intersections very well in our neighborhoods and mixed-use centers?
[3.2a; 3.3a; 3.4c; 3.4f]

d) What is the level of service provided in the mixed-use centers?
[3.4c; 3.5b; 3.6b; 3.6d]

e) How successful are we in minimizing vehicle miles traveled in the region?
[3.6a]

f) What is the level of our success in providing alternative transportation infrastructure and services?
[3.1a; 3.1 (b-g); 3.1 (h-l); 3.1 (m-r); 3.2b; 3.5a; 1.2e]

Key: a) Underlined indicators are outcome indicators; b) * = indicators that measure transportation support for 2040 centers and also required by the state.**

Tier 1 Indicators Weighted score = 275-300	Tier 2 Indicators weighted score = 250-274	Tier 3 Indicators Weighted score = < 250
RTP System Maps/Building a Balanced System **#3.1a**: Percent of the region in compliance with RTP modal maps and policies. (280) **Percent of Projects Funded by Mode** **#3.1b**: Percentage of the RTP Priority System motor vehicle projects funded by a given MTIP. (245) **#3.1c**: Percentage of the RTP Priority System pedestrian projects funded by a given MTIP. (245) **#3.1d**: Percentage of the RTP Priority System bicycle projects funded by a given MTIP. (215) **#3.1e**: Percentage of the RTP Priority System freight projects funded by a given MTIP. (215) **#3.1f**: Percentage of RTP Priority System transit projects funded by a given MTIP. (255) **#3.1g**: Percentage of RTP Priority System boulevard projects funded by a given MTIP. (300)	**Street Design** **#3.2a**: Percent of planned boulevards constructed (255)	**Congestion Policy and Transit Safety** **#3.4.j**: Total direct loss in dollars due to freight delay (NOT YET SCORED) **Retail in Industrial Area** **#3.8a**: Change in non-industrial employment in areas zoned industrial **#3.8b**: Number of retail establishments larger than 60,000 sq. ft. located in the industrial area

Tier 1 Indicators Weighted score = 275-300	Tier 2 Indicators weighted score = 250-274	Tier 3 Indicators Weighted score = < 250
Project Cost by Mode **#3.1h**: Total cost of motor vehicle projects as a percentage of the total MTIP allocation. (245) **#3.1l:** Number of pedestrian projects funded as MTIP projects. (245) **#3.1j**: Total cost of bicycle projects as a percentage of the total MTIP allocation. (215) **#3.1k**: Total cost of freight projects as a percentage of the total MTIP allocation. (215) **#3.1l:** Total cost of transit projects as a percentage of the total MTIP allocation. (255) **Percent Completed by Mode** **#3.1m**: Percent of the regional motor vehicle system completed. (275) **#3.1n:** Percent of regional pedestrian system completed. (230) **#3.1o:** Percent of regional bicycle system completed. (190) **#3.1p:** Percent of regional freight system completed. (190) **#3.1q:** Percent of regional transit system completed. (235) **#3.1r:** Percent of regional boulevard system completed. (300)		
Street Design **#3.2b**: Percent of region complying with regional street design requirement (260) **(ORS)**		

Tier 1 Indicators Weighted score = 275-300	Tier 2 Indicators weighted score = 250-274	Tier 3 Indicators Weighted score = < 250
Local Street Connectivity **#3.3a**: Percent of the region's residential and mixed-use areas that meets RTP intersection density requirements (230) **(SUPPORT 2040)** **#1.2e**: Mixed Use Index map (consider comparison of 2000 vs. 2022 data forecast) (225) **(SUPPORT 2040)** **Congestion Policy and Transit Safety** **#3.4a:** Change in average travel times in key corridors by motor vehicle, freight, transit. (245) **(ORS)** **#3.4b**: Percent of the region adopting RTP LOS policy (255) **(ORS)** **#3.4c**: Percent of stops along transit routes with lighting. (NOT YET SCORED) **#3.4d**: Percent buses and light rail with phones and cameras. (NOT YET SCORED) **#3.4e**: Percent of regional facilities in 2040 centers exceeding RTP LOS standard (250) **(ORS)** **#3.4f**: Percent of regional highway corridors exceeding LOS standard (250) **(ORS)** **#3.4g**: Percent of regional arterial exceeding LOS standard by lane miles (NOT YET SCORED) **(ORS)** **#3.4h**: Percent of other 2040 residential areas exceeding LOS standard (250) **(ORS)** **#3.4l**: Percent of employment and industrial areas exceeding LOS standard (NOT YET SCORED) **(ORS)**		

Tier 1 Indicators Weighted score = 275-300	Tier 2 Indicators weighted score = 250-274	Tier 3 Indicators Weighted score = < 250
#3.4.k: Percent increase in the discrepancies between model* predicted free flow condition of traffic and observed congestion on key corridors of the freeway system. Speed reduction factors are: ▫ Unpredicted delay attributable to accident ▫ Volume exceeding capacity ▫ Delay attributable to operational characteristics (NOT YET SCORED) **(ORS)** **#3.4.l**: Change in on-time arrival of bus and light-rail (measured by no more than one minute early and no more than two minutes late. (This is currently tracked by Tri-Met* with the ITS system.) (NOT YET SCORED) **(ORS)** **NOTE: The following two congestion related indicators are not required by the state** **#3.4.m**: Percent increase of "Safety Priority Index System (SPIS) factor for selected freeway segments (based on comparison of a SPIS factor of a freeway segment to the statewide SPIS average). (NOT YET SCORED) **#3.4.n**: Percent increase of "Safety Priority Index System (SPIS) factor for arterial street intersections (based on comparison of a SPIS factor of arterial street intersections to the statewide SPIS average). * (ODOT contact = Dennis Mitchell) * (Local transportation Departments) **#3.4.o**: Percent increase of vehicle operation accidents in the transit system (Bus and light rail). This indicator measures the safety of the transit system. * (Tri-Met contact = Ken Turner) (NOT YET SCORED) **Modal Targets** **#3.5a:** Percent of 2040 centers covered by active TMAs (260)		

Tier 1 Indicators Weighted score = 275-300	Tier 2 Indicators weighted score = 250-274	Tier 3 Indicators Weighted score = < 250
#3.5b: Percent of trips that are by bike, walking, transit or shared ride to, from and within centers (300) ***NOTE**: Although the following indicator scored high, the data (synthetic) will be tested to determine possibility of use. This indicator should be used with caution because of potential misinterpretation of data points for different years.* **#3.5c**: Gross transit rides (NOT YET SCORED) **#3.5d**: Transit rides per capita (260) **#3.5e**: Originating rides by: ▫ Rail ▫ Bus (Tri-Met) ▫ Lift (Tri-Met) ▫ Smart (All Transit) ▫ CTRAN (All Transit) ▫ Sandy (All Transit) ▫ Mollala (All Transit) (NOT YET SCORED) **Modal Targets Continued** **#3.5f**: Service hours per capita. (NOT YET SCORED) **#3.5g**: Rides per service hours. (NOT YET SCORED) **Accessibility** **#3.6a:** Vehicle miles traveled per capita (225) **(ORS)** *****#3.6b:** Households accessible within 30 minutes of each 2040 center: Central City, Regional Centers, Town Centers during "peak time" and "mid-day". **(ORS)** (NOT YET SCORED) **#3.6c:** Transit level of service: ▫ Percent of population and employees within 1/4 mile of 15, 30, and 60-minute bus service. ▫ Percent of population and employees within 1/2 mile of 15-minute rail service. (255) **(ORS)**		

Tier 1 Indicators Weighted score = 275-300	Tier 2 Indicators weighted score = 250-274	Tier 3 Indicators Weighted score = < 250
#3.6d: Low income and minority households accessible within 30 minutes of each 2040 center during "peak time" and "mid-day": ▫ Central City ▫ Regional Centers ▫ Town Centers (NOT YET SCORED) **(ORS)** **#3.6e:** Transit level of service for low income and minority persons: ▫ Percent of low income and minority population within 1/4 mile of 15, 30, and 60-minute bus service. ▫ Percent of low income and minority population within ½ mile of 15-minute rail service. (NOT YET SCORED) **(ORS)** **Air Quality** **#3.7a**: Progress made implementing or exceeding the commitments in the Portland Ozone Maintenance Plan for increases in transit, bicycle and pedestrian facilities. (270) **(ORS)** **#3.7b**: Difference between currently estimated On-Road Mobile emissions and the amount allowed in the Portland Maintenance Plans for Ozone and Carbon Monoxide? (NOT YET SCORED)		
Business/Trade Volume **#7.12**: Freight tonnage and value of goods using Air, Marine, Rail and Truck modes		

Preliminary Draft Recommendation of 2040 Performance Indicators

Presented to Metro Council Community Planning Committee – April 17, 2001
(Fundamental statements modified on 5-9-01)

Fundamental 1: Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors.

a) How are we using land inside the UGB and in mixed-use centers, and how mixed are the centers? [1.1a, 1.2a. 1.2b, 1.2c, 1.2d, 1.2e]
b) Which uses are occupying land in centers and are these uses diverse? [1.1c, 1.2e, 1.2f]
c) How convenient are the services in the centers? [1.2e, 3.3a, 3.5a, 3.5b, 3.5h, 3.6h]
d) How much of the region's growth is occurring in the centers? [1.1a, 1.1c]
e) How effective are the policies accommodating growth? [1.1b]

Key: Underlined indicators are outcome indicators.

Recommended Indicators
Population & Employment Attracted
#1.1a: Mixed use capture rate--the proportion of the population, employment and household growth inside the Metro UGB which is located in 2040 design type areas.
#1.1b: Capture rate inside the Metro UGB-- the proportion of the region's population, employment and household growth inside the Metro UGB as compared to the total (four-county) region.
#1.1c: Employment in mixed-use centers. (ORS) (UGMFP)
Land Consumption
#1.2a: Consumption of buildable land by residential sector.
#1.2b: Consumption of buildable land by employment sector.
#1.2c: New housing units (SFR/MFR) permitted through redevelopment and infill. (ORS) (UGMFP)
#1.2d: Change in average lot size of single family residences in new* subdivision developments. (*subdivision platted before or in 2000 and still unbuilt)
Land Consumption
#1.2e: Mixed-use index map for data comparison of 2000 vs. 2022 forecast.
#1.2f: Gross consumption of vacant land by population, and employment growth. (ORS) (UGMFP)
Surface Parking
#1.4b: Trend in parking structure innovations (i.e., blended parking ratios)

Recommended Indicators

TRANSPORTATION SUPPORT FOR 2040 CENTERS

Local Street Connectivity

#3.3a: Percent of the region's residential and mixed-use areas that meets RTP intersection density requirements

Modal Targets

#3.5a: Percent of 2040 centers covered by active TMAs.

#3.5b: Percent of trips that are by bike, walking, transit or shared ride to, from and within centers.

#3.5h: Change in transit use in 2040 centers (Central City, Regional Centers, Town Centers).

Accessibility

#3.6b: Households accessible within 30 minutes of each 2040 center (Central City, Regional Centers, Town Centers).

ADDED DUE TO EASE OF DATA COLLECTION

Quantity and Type of Units

#5.1a: Change in number of dwelling units.
(Note: Scored very low due to "little relevancy in measuring 2040 directly")

Fundamental 2: Protect and restore the natural environment through actions such as protecting and restoring streams and wetlands, improving surface and ground water quality, and reducing air emissions.

a) Are we successful in protecting and restoring the region's natural environment, including streamside corridor system, wetlands, riparian areas and floodplains and other environmentally constrained land?
[2.1a, 2.1b, 2.3a, 2.3b, 2.4, 2.6b, 2.7a, 2.7b, 2.8a, 2.8b, 2.9, 2.10a, 2.10b, 3.4h]

b) Are the strategies and tools we are using working?
[2.2a, 2.2b, 2.2c, 2.2d, 2.5, 2.6a]

Key: Underlined indicators are outcome indicators

Recommended Indicators

Land and Water Features Protected by Regulation

#2.1a: Acres of environmentally constrained land regulated by Title 3. **(ORS) (UGMFP)**

#2.1b: Percent of stream miles in the region protected by Title 3. (within Metro boundary).

Conversion of Regulated Land and Water Features

#2.2a: Percent of Title 3 steep slope areas converted to use. **(ORS) (UGMFP)**

#2.2b: Percent of Title 3 riparian areas (excluding Title 3 steep slopes) converted to use. **(ORS) (UGMFP)**

#2.2c: Percent of Title 3 floodplain area converted to use. **(ORS) (UGMFP)**

#2.2d: Percent of Title 3 wetlands that were relocated/altered through permits granted by ODSL. **(ORS) (UGMFP)**

Land and Water Features Protected by Acquisition

#2.3a (part 1): Acres of greenspaces acquired by Metro.
#2.3a: (part2) Acres of greenspaces acquired by local governments and special districts.

#2.3b: (part 1) Miles of stream banks in public ownership/protected through acquisition by Metro. **(ORS) (UGMFP)**
#2.3b: (part 2) Miles of stream banks in public ownership/ protected through acquisition by local governments or special districts.

Vegetated or Forested (Tree Canopy) Land and Water Features Protected by Regulation

#2.4: Acres of Title 3 wetlands, riparian areas, floodplains and steep slopes that are vegetated or forested (tree canopy).

Conversion of Vegetated or Forested (Tree Canopy) Land and Water Features

#2.5: Change in acres of vegetated or forested (tree canopy) Title 3 wetlands, riparian areas and steep slopes. **(ORS) (UGMFP)**

Waste Disposed and Recycled

#2.6a: Change in the amount of waste generated, recycled and disposed.

#2.6b: Amount of household and hazardous waste collected.

Recommended Indicators

Non-Regulated and Non-Acquired Land and Water Features

#2.7a: Acres of natural vegetated or forested (tree canopy) buildable land that is unregulated and private.

#2.7b: Acres of urban forested (tree canopy) land in developed areas (map).

#2.9: Acres of vacant steep slopes not regulated by Title 3 and map. **(ORS) (UGMFP)**

Conversion of Non-Regulated Land and Water Features

#2.8a: Change in acres of natural vegetated or forested (tree canopy) buildable land that is unregulated and private. **(ORS) (UGMFP)**

#2.8b: Change in acres of urban forested (tree canopy) land remaining after the development of unregulated and private parcels in areas zoned residential, commercial and industrial. (Map). **(ORS) (UGMFP)**

Water and Air Quality

#2.10a: DEQ water quality index (i.e., pollutant levels).

#2.10b: DEQ 303(d) list for water quality limited water bodies in the Metro region.

#3.7a: Progress made implementing or exceeding the commitments in the Portland Ozone Maintenance Plan for increases in transit, bicycle and pedestrian facilities. **(ORS)**

#3.7b: Difference between currently estimated On-Road Mobile emissions and the amount allowed in the Portland Maintenance Plans for Ozone and Carbon Monoxide?

Fundamental #3: Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight.

a) Are we providing equal access to residents of this region?
[3.5 (a-b); 3.5 (c-g); 3.6 (a-c)]
b) Are we spending money equitably for all modes of transportation infrastructure?
[3.1 (b-g); 3.1 (n-l)]
c) Are we handling traffic volumes at our intersections very well in our neighborhoods and mixed-use centers?
[3.2a; 3.3a; 3.4c; 3.4f]
d) What is the level of service provided in the mixed-use centers?
[3.4c; 3.5b; 3.6b; 3.6d]
e) How successful are we in minimizing vehicle miles traveled in the region?
[3.6a]
f) What is the level of our success in providing alternative transportation infrastructure and services?
[3.1a; 3.1 (b-g); 3.1 (h-l); 3.1 (m-r); 3.2b; 3.5a; 1.2e]

Key: a) Underlined indicators are outcome indicators; b) * = indicators that measure transportation support for 2040 centers and also required by the state.**

Recommended Indicators
RTP System Maps/Building a Balanced System
#3.1a: Percent of the region in compliance with RTP modal maps and policies.
Percent of Projects Funded by Mode
#3.1b: Percentage of the RTP Priority System motor vehicle projects funded by a given MTIP.
#3.1c: Percentage of the RTP Priority System pedestrian projects funded by a given MTIP
#3.1d: Percentage of the RTP Priority System bicycle projects funded by a given MTIP.
#3.1e: Percentage of the RTP Priority System freight projects funded by a given MTIP.
#3.1f: Percentage of RTP Priority System transit projects funded by a given MTIP.
#3.1g: Percentage of RTP Priority System boulevard projects funded by a given MTIP.
Project Cost by Mode
#3.1h: Total cost of motor vehicle projects as a percentage of the total MTIP allocation.
#3.1l: Number of pedestrian projects funded as MTIP projects.
#3.1j: Total cost of bicycle projects as a percentage of the total MTIP allocation.
#3.1k: Total cost of freight projects as a percentage of the total MTIP allocation.
#3.1l: Total cost of transit projects as a percentage of the total MTIP allocation.

Recommended Indicators

Percent Completed by Mode

#3.1m: Percent of the regional motor vehicle system completed.

#3.1n: Percent of regional pedestrian system completed.

#3.1o: Percent of regional bicycle system completed.

#3.1p: Percent of regional freight system completed.

#3.1q: Percent of regional transit system completed.

#3.1r: Percent of regional boulevard system completed.

Street Design

#3.2b: Percent of region complying with regional street design requirement **(ORS)**

Local Street Connectivity

#3.3a: Percent of the region's residential and mixed-use areas that meets RTP intersection density requirements.

#1.2e: Mixed Use Index map (consider comparison of 2000 vs. 2022 data forecast)

Congestion Policy and Transit safety

#3.4a: Change in average travel times in key corridors by motor vehicle, freight, transit. **(ORS)**

#3.4b: Percent of the region adopting RTP LOS policy. **(ORS)**

#3.4c: Percent of stops along transit routes with lighting. (NOT YET SCORED)

#3.4d: Percent buses and light rail with phones and cameras. (NOT YET SCORED)

#3.4e: Percent of regional facilities in 2040 centers exceeding RTP LOS standard **(ORS)**

#3.4f: Percent of regional highway corridors exceeding LOS standard **(ORS)**

#3.4g Percent of regional arterial exceeding LOS standard by lane miles **(ORS)**

#3.4h: Percent of other 2040 residential areas exceeding LOS standard **(ORS)**

#3.4i: Percent of employment and industrial areas exceeding LOS standard **(ORS)**

#3.4.j: Total direct loss in dollars due to freight delay

#3.4.k: Percent increase in the discrepancies between model* predicted free flow condition of traffic and observed congestion on key corridors of the freeway system. Speed reduction factors are:

- Unpredicted delay attributable to accident
- Volume exceeding capacity
- Delay attributable to operational characteristics

(ORS)

Recommended Indicators

#3.4.l: Change in on-time arrival of bus and light-rail (measured by no more than one minute early and no more than two minutes late. (This is currently tracked by Tri-Met* with the ITS system.) **(ORS)**

NOTE: The following two congestion related indicators are not required by the state

#3.4.m: Percent increase of "Safety Priority Index System (SPIS) factor for selected freeway segments (based on comparison of a SPIS factor of a freeway segment to the statewide SPIS average).

#3.4.n: Percent increase of "Safety Priority Index System (SPIS) factor for arterial street intersections (based on comparison of a SPIS factor of arterial street intersections to the statewide SPIS average).

#3.4.o: Percent increase of vehicle operation accidents in the transit system (Bus and light rail).

Modal Targets

#3.5a: Percent of 2040 centers covered by active TMAs.

#3.5b: Percent of trips that are by bike, walking, transit or shared ride to, from and within centers (300)

NOTE: Although the following indicator scored high, the data (synthetic) will be tested to determine possibility of use. This indicator should be used with caution because of potential misinterpretation of data points for different years.

#3.5c: Gross transit rides.

#3.5d: Transit rides per capita.

#3.5e: Originating rides by:

- Rail
- Bus (Tri-Met)
- Lift (Tri-Met)
- Smart (All Transit)
- CTRAN (All Transit)
- Sandy (All Transit)
- Mollala (All Transit)

Modal Targets Continued

#3.5f: Service hours per capita.

#3.5g: Rides per service hours.

Accessibility

#3.6a: Vehicle miles traveled per capita **(ORS)**

#3.6b: Households accessible within 30 minutes of each 2040 center: Central City, Regional Centers, Town Centers during "peak time" and "mid-day". **(ORS)**

#3.6c: Transit level of service:

- Percent of population and employees within 1/4 mile of 15, 30, and 60-minute bus service.
- Percent of population and employees within 1/2 mile of 15-minute rail service. **(ORS)**

Recommended Indicators

Accessibility continued

#3.6d: Low income and minority households accessible within 30 minutes of each 2040 center during "peak time" and "mid-day":

- Central City
- Regional Centers
- Town Centers

(ORS)

#3.6e: Transit level of service for low income and minority persons:

- Percent of low income and minority population within 1/4 mile of 15, 30, and 60-minute bus service.
- Percent of low income and minority population within ½ mile of 15-minute rail service.

(ORS)

Air Quality

#3.7a: Progress made implementing or exceeding the commitments in the Portland Ozone Maintenance Plan for increases in transit, bicycle and pedestrian facilities. **(ORS)**

#3.7b: Difference between currently estimated On-Road Mobile emissions and the amount allowed in the Portland Maintenance Plans for Ozone and Carbon Monoxide?

Business/Trade Volume

#7.13: Freight tonnage and value of goods using Air, Marine, Rail and Truck modes.

ADDED DUE TO EASE OF DATA COLLECTION

Street Design

#3.2a: Percent of planned boulevards constructed.
(Note: Scored very low due to "little usefulness in using results to set target/benchmark")

Fundamental 4: Maintain separation between the Metro region and neighboring cities by working actively with these cities and their respective counties.

a) What effort has been made by Metro, the counties and neighboring cities to keep the separation between the metropolitan area and the neighboring cities? [4.1]
b) Are there new developments in the areas between Metro UGB and the neighboring cities and what type of developments are there? [4.2; 4.3]

Key: Underlined indicators are outcome indicators.

Recommended Indicators
IGA Designated Rural Land **#4.1**: Percent of land in intergovernmental agreement areas that has been brought within the Metro UGB or the UGB of a neighboring city. **IGA Green Corridors** **#4.2**: Number of new rural commercial, rural industrial, non-residential and non-agricultural permits (including square footage) granted within 200 feet of both edges of the right of way of adopted green corridors (Highway 99E and US26). **Population and Employment** **#4.3:** Non-Metro Capture Rate – the proportion of the region's population, employment and household growth locating in: a) neighboring cities; and b) unincorporated county areas outside the Metro UGB.

Fundamental 5: Ensure availability of diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction.

a) How diverse is the range of houses within the region and the jurisdictions in the region? [5.1b; 5.2; 5.3; 5.5; 5.10]
b) How affordable are the houses across the region? [5.6; 5.7; 5.8; 5.9; 5.10; 5.11; 1.5a]
c) Are we successful in balancing jobs and housing of all types within subregions in the Metro region? [...none...]
d) How successful are local governments in achieving the affordable housing production goals of the region? [5.5; 5.10]

Key: Underlined indicators are outcome indicators.

Recommended Indicators

Quantity and type of units

#5.1a: Change in number of dwelling units.

#5.1b: Number of dwelling units by the following type:

- Detached Single Family Units
  - Large lot
  - Small lot
  - Accessory
  - Manufactured
- Attached Multi-family Units
  - Duplex and Townhouses (attached SF*)
  - Multi-family

* City and County building permits does not breakout duplex and townhouses.

#1.2d: Change in "average" lot size of single family detached residences in new subdivision developments.

#5.2: Change in the ratio of single family to multi-family housing. **(ORS) (UGMFP)**

#5.3: Change in average number of multi-family units per net acre. **(ORS) (UGMFP)**

#5.5: Vacancy rate for multi-family units (apartments). **(ORS) (UGMFP)**

#5.6a: Change in median household income.

#5.6b: Home ownership affordability gap.

Affordability

#5.7: Number of households in the following income groups paying more than 30% of their income for housing:

a) Less than 30% of median household income;
b) 30-50% of median household income;
c) 51-80% of median household income;
d) 81-120% of median household income.

#5.9: Median sales price of single-family residential. **(ORS) (UGMFP)**

Recommended Indicators

Affordability continued

#5.10: Number of units (rental and owned) affordable to households in the following income groups:

a) Less than 30% of median household income;
b) Less than 50% of median household income.

#1.5a: Change in vacant land price by following land use type:

- Residential single family ($/unit)
- Residential multi-family ($/acre)
- Commercial
- Industrial

(ORS) (UGMFP)

ADDED DUE TO EASE OF DATA COLLECTION

Quantity and Type of Units

#5.4: Change in "average" lot size of single family attached residences
(Note: Scored very low on all criteria: "little relevancy in measuring 2040 directly"; "little usefulness in using results to set target/benchmark"; "little relevancy in addressing issues within Metro's authority"; "data availability"; and "data reliability")

Affordability

#5.8: Median rent of multi-family residential.
(Note: Scored very low due to "little relevancy in measuring 2040 directly"; "little relevancy in addressing issues within Metro's authority"; and "data reliability")

#5.11: Percent of owner-occupied or homeownership in the region
(Note: Scored very low due to "little relevancy in measuring 2040 directly"; "little usefulness in using results to set target/benchmark"; and "little relevancy in addressing issues within Metro's authority")

Fundamental 6: Create a vibrant place to live and work by providing sufficient, accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations.

a) Is there a sufficient supply of parks and greenspaces to satisfy the recreational needs of the citizens of the region? [6.1, 6.2, 6.3, 6.4]
b) Are the services provided in the mixed-use centers convenient and diverse? [1.7, and new indicator to be developed w/Dennis – *"location quotient of mixed use centers"*]
c) How well are Metro policies contributing to the balance between preservation of neighborhood character and revitalization of neighborhood where appropriate? [5.2, 6.5, 6.6, 6.7?]
d) How well is the coordination of residential and business development with transportation and road systems? [3.1n, 3.1o, 3.2a, 3.2b, 3.3a, 3.4a, 3.6a]

Key: Underlined indicators are outcome indicators.

Recommended Indicators

Recreation

#6.1: Acres of Metro parks and greenspaces per capita (inside and outside the UGB) **(ORS)**

#6.2: Acres of other public parks and greenspaces per capita open to the public (inside and outside the UGB). **(ORS)**

#6.3: Miles of completed regional trails.

#6.4: Percentage of population within walking distance (1/4 mile) of public parks, greenspaces, and regional trails. **(ORS)**

Mixed Use Centers

#1.1c: Employment in mixed-use centers.

#1.2e: Mixed-use index map (consider comparison of 2000 vs. 2022 data forecast).

Housing Options

#5.2: Change in the ratio of single family to multi-family housing.

Housing/Affordability

#5.9: Median sales price of single-family residential. **(ORS) (UGMFP)**

Neighborhood and Household Characteristics

#6.5: Change in diversity (or mix) of income groups living in the neighborhoods.

#6.6: Number of permits for rehabilitation projects. (All structural rehabilitation residential and commercial requiring a permit and valued at $50,000 and more)

Recommended Indicators

Transportation/Accessibility

#3.4a: Change in average travel times in key corridors by Motor Vehicle and Transit.

#3.6a: Vehicle miles traveled per capita.

#3.6b: Households accessible within 30 minutes of each 2040 center during "peak time" and "mid-day":

- Central City
- Regional Centers
- Town Centers

ADDED DUE TO EASE OF DATA COLLECTION

Street Design

#3.2a: Percent of planned boulevards constructed.
(Note: Scored very low due to "little usefulness in using results to set target/benchmark")

Neighborhood and Household Characteristics

#6.8: Business types locating in mixed-use centers.
(Note: Recommended by the MTAC subcommittee at its last meeting but not scored)

Fundamental 7: Encourage a strong Metro region economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high quality education.

a) How have Metro's policies been in encouraging a strong regional economy? [7.1a, 7.2, 7.3, 1.2a, 7.1b, 7.1c, 3.6b]
b) Does the economic climate of the region support diverse and strong job growth? [7.5a, 7.5b, 7.5c, 7.5d, 7.6, 7.8, 7.10, 7.13, 3.6a, 7.9, 7.11, 5.5, 7.13, 7.14, 7.15]
c) Are the employment opportunities in the region providing a range of incomes throughout the region? [7.7]
d) How are the major employment sectors in centers performing? [7.4a, 7.4b, 7.4c, 7.4d, 7.4e, 7.4f, 7.5a, 7.5b, 7.5c, 7.10, 3.6b]

Key: Underlined indicators are outcome indicators.

Recommended Indicators
Industrial Land Supply **#7.1a**: Amount of vacant land zoned industrial. **#7.1b:** Change in amount of absorbed land zoned industrial **#7.2**: Amount of vacant land classified as Tier A (include range of parcel sizes by county). **#7.3**: Amount of vacant land classified as non-Tier A land (include range of parcel sizes by county). **Commercial /Mixed Use Land Supply** **#7.4a**: Amount of vacant land zoned commercial. **#7.4b**: Change in amount of absorbed land zoned commercial. **#7.4c**: Commercial land demand– Refill Rate. **#7.4d**: Amount of vacant land zoned mixed use. **#7.4e**: Change in amount of absorbed land zoned mixed use. **#7.4f:** Mixed use land demand– Refill Rate. **Employment** **#7.5a**: Regional Employment Growth. **(ORS) (UGMFP)** **#7.5b**: Regional Employment Growth by sector. **(ORS) (UGMFP)** **Real Estate** **#1.2a**: Gross Land consumption per dwelling unit – dwelling units per gross developable acre. **Financial Health of Local Jurisdictions** **#7.12**: Property Value Per Capita.

Recommended Indicators

ADDED DUE TO EASE OF DATA COLLECTION

Industrial Land Supply

#7.1b: Change in amount of absorbed land zoned industrial
(Note: Scored very low on due to "little relevancy in addressing issues within Metro's authority")

Employment

#7.5c: Regional Employment Capture Rate
(Note: Scored very low due to "little relevancy in measuring 2040 directly"; and "little relevancy in addressing issues within Metro's authority")

#7.5d: Regional Employment Growth by Industry by County

#7.6: Regional Unemployment Rate
(Note: Scored very low due to "little relevancy in addressing issues within Metro's authority")

Income

#7.7: Income Growth, per capita income, wage rates by industry
(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; and "little relevancy in addressing issues within Metro's authority")

Real Estate

#7.8: Building Permits (SFR & MFR total).
(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; and "little relevancy in addressing issues within Metro's authority")

#7.9: Value of non-residential building permits
(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; "little relevancy in addressing issues within Metro's authority"; "data availability"; and "data reliability")

#7.10: Non-residential absorption
(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; and "little relevancy in addressing issues within Metro's authority")

#7.11: Number of home sales
(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; and "little relevancy in addressing issues within Metro's authority")

Business/Trade Volume

#7.13: Freight tonnage and value of goods using the following modes:
a) Air
b) Marine
c) Rail
d) Truck
(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; "little relevancy in addressing issues within Metro's authority"; "data availability"; and "data reliability")

Recommended Indicators

ADDED DUE TO EASE OF DATA COLLECTION

Business/Trade Volume continued

#7.14: Air passenger volume

(Note: Scored very low due to "little relevancy in measuring 2040 directly"; "little usefulness in using results to set target/benchmark"; and "little relevancy in addressing issues within Metro's authority")

#7.15: Retail sales per capita

(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; "little relevancy in addressing issues within Metro's authority"; and "data availability")

#3.4f: Percent of regional highway corridors exceeding LOS standard

(Note: Scored very low due to "little usefulness in using results to set target/benchmark"; "little relevancy in addressing issues within Metro's authority"; and "data reliability")

#3.4g: Percent of regional arterial exceeding LOS standard by lane miles

(Note: Recommended by the MTAC subcommittee at its last meeting but not scored)

Quantity and Type of Units

#5.5: Vacancy rate for Multi-family (Apartments). **(ORS) (UGMFP)**

(Note: Recommended by the MTAC subcommittee at its last meeting but not scored)

M E M O R A N D U M

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METRO

DATE: June 7, 2001

TO: TPAC Members and Interested Parties

FROM: Tom Kloster, Regional Transportation Plan Manager

SUBJECT: RTP Acknowledgement Update

Metro staff is continuing to work with Oregon Department of Land Conservation and Development staff to prepare for an acknowledgement hearing before the LCDC on June 15. In March, Metro staff presented a preliminary package proposed RTP findings and text amendments, and an accompanying April 10 letter (copy enclosed in the June TPAC packet) to TPAC that addressed most DLCD issues related to RTP acknowledgement. Metro staff has since worked with DLCD to reach concurrence on the remaining acknowledgement issues that DLCD have identified in their staff report to the Commission.

The following is a summary of the key remaining issues, and proposed actions for addressing the issues. These are staff proposals at this time, and are subject to review and approval by TPAC, JPACT and the Metro Council where amendments to RTP findings or text are proposed. Attachment '1' is a corresponding DLCD summary of these issues.

1. **Site-specific goal findings for planned transportation projects** – the proposed text in the attached Supplement to Exhibit 'B' (Section 6.2.4) clarifies requirements for local governments to establish consistency with statewide planning goals at the TSP and project development level. Metro staff has written these provisions jointly with DLCD, and believes that this proposed amendment will allow TSP and project development to occur in the same manner that is currently practiced in the region. DLCD has recommended a delayed signing for this element of the RTP, contingent upon Metro Council adoption of the proposed changes.

2. **Refinement Planning** – DLCD support's Metro's staff proposal to revise the TPR, and allow an alternative timeline to the current 3-year limit for completing refinement plans. DLCD has not proposed a specific TPR amendment, but concurs with Metro staff that the number and scope of refinement plans in the 2000 RTP warrants this change to the rule, and has recommended that this item be continued to allow for a future TPR amendment.

3. **Interim benchmarks for reduced reliance on the automobile** – though the RTP includes a wide array of performance indicators as part of the technical analysis, specific measures to

measure ongoing progress in reducing reliance on the automobile have been deferred, and will be adopted as part of the Title 9 performance measures that are currently under development. DLCD staff concurs with this approach, and is recommending that this element of the RTP be continued for future review by the Commission.

4. **Non-SOV modal targets** – DLCD has recommended that the RTP be amended to more specifically describe the process by which local TSPs would be evaluated for compliance with the non-SOV modal targets contained in Chapter 1 of the RTP. The modal targets are the Metro region's alternative approach for achieving compliance with the state rule requirement to reduce per-capita vehicle miles traveled during the 20-year planning period. Metro staff is proposing the text amendments on page 8 off the Exhibit 'B' supplement, Section 6.4.6, which would use Metro's modeling inputs as a guideline for evaluating local TSPs. These inputs are summarized in Appendix 1.8 of the RTP, and largely reflect actions that local jurisdictions will already be taking to implement parking, local street connectivity and transit planning requirements contained in the RTP. DLCD staff has recommended a delayed signing for this component of the RTP, once proposed amendments are adopted.

5. **Rural Road Improvements** – DLCD staff as recommended that the RTP be amended to clarify that Counties will address OAR 660.012.0065(5) before authorizing specific improvements in resource areas outside the UGB. Metro staff concurs with this recommendation, and will propose specific text for the RTP accordingly. In the April 10 correspondence to DLCD, Metro staff has also identified a number of rural road projects that would be deleted from the RTP, or written findings to support the rural projects that would remain in the plan. DLCD staff has recommended a delayed signing for this component of the RTP, once proposed amendments are adopted.

6. **Exceptions for the Sunrise Corridor and I-5 to 99W Connector** – this has been a major focus of Metro's discussion with DLCD, and Metro staff continues to pursue a full exception for each corridor as part of the RTP acknowledgement:

   Sunrise Corridor: DLCD has recommended that Metro establish additional findings to address compatibility requirements, and corridor protections that would involve County-level restrictions on certain land use activities within the corridor. Because the entire corridor is located within Metro's jurisdiction, these actions can be enacted by Metro, in consultation with Clackamas County.

   I-5 to 99-W Connector: DLCD has recommended that Metro establish additional findings to address compatibility requirements, and to assess the degree to which corridor protections are needed to preserve the viability of this route. Should Metro's assessment of the need for corridor protections show that additional measures are needed, Metro would work cooperatively with Washington County to enact such provision through the Washington County TSP.

   DLCD staff has recommended a continuance for full acknowledgment of exceptions for these corridors.

Attachment 1 - Metro RTP Compliance Review Summary		
Compliance Issue (from the April 12 SR)	**Recommendation as of 13-Jun-01**	**Comment**
1. Definitions	Delayed signing	Metro proposed Revisions are OK
2. Compliance with Site Specific Goal Requirements	Continuance Or Delayed Signing	DLCD has recommended specific language to resolve through RTP. Basically would defer the land use decision about "general location" to local TSPs. Metro staff are considering this proposal.
3. Refinement Planning	Continuance	DLCD agrees with Metro's concerns; will initiate TPR amendment rulemaking
4. Alternative Standard for Reduced Reliance a. Findings b. Clear Standard for local TSPs	a. Delayed Signing b. Continuance/ Delayed Signing	a. Metro findings explain significance but do not respond to methodology issues raised in staff report. b. Metro findings explain how 2020 modeling assumptions for parking, transit and intersection density will be used to measure adequacy of local TSPs. These findings need to be included in RTP itself.
5. Interim Benchmarks for Reduced Reliance	Continuance	Metro proposes to adopt these through Title IX amendments in 2002
6. Integrated Land Use and Transportation Plan a. TDM Measures b. Policies on major roadway improvements	a. Delayed Signing b. Continuance	a. Proposed findings explain significant TDM measures b. Metro does not appear to have policies or findings regarding major roadway improvements. RTP findings refer to overall policies 13, 18 and 19. Unclear how these apply to specific projects. Pollicies that do exist in Congestion Management (6.6.3) apply to projects NOT currently part of the RTP. TPR requires policies to manage and review improvements to ensure effects are consistent with achieving adopted strategy.
7. Measurable Objectives	Continuance	DLCD agrees with Metro's concerns; will initiate TPR amendment
8. Implementing Measures	Delayed signing	
9. Rural Road Improvements	Delayed Signing ???	Metro revisions drop most controversial projects. Metro's findings are cryptic. Some projects will require additional findings to apply 0065(5) when specific alignment is selected under 065 and EFU. Metro should add language saying Counties will address 0065(5) before authorizing specific improvements.
10. Exceptions for I-5 99W Connector and the Sunrise Corridor a. Public Notice of Exceptions b. Non-Exception Alternatives c. Consequences Analysis d. Compatibility Measures e. Adopt measures to implement exceptions	Continuance Exception is a package. Individual parts may be OK, but Commission cannot acknowledge an exception piecemeal	DLCD Staff report agrees with Metro findings about need, and that other modes, other roads are not reasonable alternatives. DLCD is "on record" agreeing this work is complete, but can't legally approve an exception that is incomplete. a. Metro will propose new public notice b. Revised findings rule out improvements of other existing roadways in UGB. Other findings are contradictory and do not completely rule out non-exception locations within UGB: corridors in UGB have potentially unreasonable impacts <u>but</u> findings say a second exception would be need to demonstrate why facility cannot be located in the UGB c. Metro findings are generalized and conclusionary; I5-99W Connector appears to include three corridors d. Compatibility Measures are deferred to future study and a subsequent goal exception e. "No land use regulations implementing this goal exception could be included in the RTP." Exception identifies potential mitigation measures.

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Supplement to Exhibit 'B'

Chapter 6 – Implementation

6.2.4 Compliance with State Requirements

Compliance with Statewide Planning Goals

Together, the RTP and city and county TSPs that implement the RTP will constitute the land use decision about need, mode, and function and general location of planned transportation facilities and improvements shown in the RTP. As the regional transportation system plan, the RTP constitutes the land use decision about need, mode and function of planned transportation facilities and improvements. The RTP also identifies the general location of planned transportation facilities and improvements.

The land use decision specifying the general location of planned regional transportation facilities and improvements will be made by cities and counties as they develop and adopt local TSPs that implement the RTP. While the specific alignment of a project may be incorporated into a TSP, such decisions are subject to the project development requirements in Section 6.7, and must include findings of consistency with applicable statewide planning goals, as described below.

In preparing and adopting local TSPs, cities and counties will prepare findings showing how specific alignment of planned regional facilities or general location or specific alignment of local facilities is consistent with provisions of the RTP, acknowledged comprehensive plans and applicable statewide planning goals, if any. If the actual alignment or configuration of a planned facility proposed by a city or county is inconsistent with the general location of a facility in the RTP, the process described in Section 6.4 to resolve such issues shall be used prior to a final land use decision by a city or county.

This section describes how cities and counties will address consistency with applicable local comprehensive plans and statewide planning goals.

General Location of Planned Transportation Facilities

Maps included in the RTP illustrate the general location of planned transportation facilities and improvements. For the purposes of this plan, the general location of transportation facilities and improvements is the location shown on maps adopted as part of this plan and as described in this section. Where more than one map in the RTP shows the location of a planned facility, the most detailed map included in the plan shall be the identified general location of that facility.

Except as otherwise described in the plan, the general location of planned transportation and facilities is as follows:

For new facilities, the general location includes a corridor within 200 feet of the location depicted on the maps included within the RTP. For

interchanges, the general location corresponds to the general location of the crossing roadways. The general location of connecting ramps is not specified. For existing facilities that are planned for improvement the general location includes a corridor within fifty feet of the existing right-of-way. For realignments of existing facilities the general location includes a corridor within 200 feet of the segment to be realigned, measured from the existing right-of-way or as depicted on the plan map.

Local transportation system plans and project development are consistent with the RTP if a planned facility or improvement is sited within the general location shown on the RTP maps and described above in this section. Cities and counties may refine or revise the general location of planned facilities as they prepare local transportation system plans to implement the RTP. Such revisions may be appropriate to lessen project impacts, or to comply with applicable requirements in local plans or statewide planning goals. A decision to authorize a planned facility or improvement outside of the general location shown and described in the RTP requires an amendment to the RTP to revise the proposed general location of the improvement.

Transportation Facilities and Improvements authorized by existing acknowledged comprehensive plans

New decisions are required to authorize transportation facilities and improvements included in the RTP that are not authorized by the relevant jurisdiction's acknowledged comprehensive plan on August 10, 2000. Many of the facilities and improvements included in the RTP are currently authorized by the existing, acknowledged comprehensive plans. Additional findings demonstrating consistency with an acknowledged plan or the statewide planning goals are required only if the facility or improvement is not currently allowed by the jurisdiction's existing acknowledged comprehensive plan. Additional findings would be required if a local government changes the function, mode or general location of a facility from what is currently provided for in the acknowledged comprehensive plan.

Applicability of Statewide Planning Goals to decisions about General Location

Several statewide planning goals include "site specific" requirements that can affect decisions about the general location of planned transportation facilities. These include:

Goal 5 Open Spaces, Scenic, Historic and Natural Resources

Goal 7 Natural Hazards and Disasters

Goal 9 Economic Development , as it relates to protection of sites for specific uses (i.e. such as sites for large industrial uses)

Goal 10 Housing, as it relates to maintaining a sufficient inventory of buildable lands to meet specific housing needs (such as the need for multi-family housing)

Goal 15 Willamette River Greenway

Generally, compliance with the goals is achieved by demonstrating compliance with an acknowledged comprehensive plan. If City and county plans have been acknowledged to comply with the Goals and related rules, a planned improvement consistent with that plan is presumed to comply with the related goal requirement. Cities and counties may adopt the general location for needed transportation improvements, and defer findings of consistency with statewide planning goals to the project development phase. However, specific alignment decisions included in a local TSP must also include findings of consistency with applicable statewide planning goals.

In some situations, the Statewide Planning Goals and related rules may apply in addition to the acknowledged plan. This would occur, for example, if the jurisdiction is in periodic review, or an adopted statewide rule requirement otherwise requires direct application of the goal. Cities and counties will assess whether there are applicable goal requirements, and adopt findings to comply with applicable goals, as they prepare local transportation system plans to implement the regional transportation plan.

If in preparing a local TSP, a city or county determines that the identified general location of a transportation facility or improvement is inconsistent with an applicable provision of its comprehensive plan or an applicable statewide planning goal requirement, it shall:

- propose a revision to the general location of the planned facility or improvement to accomplish compliance with the applicable plan or goal requirement. If the revised general location is outside the general location specified in the RTP, this would require an amendment to the RTP; or

- propose a revision to the comprehensive plan to authorize the planned improvement within the general location specified in the RTP. This may require additional goal findings, for example, if a goal-protected site is affected.

Effect of an Approved Local TSP on Subsequent Land Use Decisions

Once a local TSP is adopted and determined to comply with the RTP and applicable local plans and statewide planning goals, the actual alignment of the planned transportation facility or improvement. Subsequent actions to provide or construct a facility or improvement that are consistent with the local TSP may rely upon and need not reconsider the general location of the planned facility. Additional land use approvals may be needed to authorize construction of a planned transportation improvement within the general location specified in an adopted local transportation system plan. This would occur if the local comprehensive plan and land use regulations require some additional review to authorize the improvement, such as a conditional use permits. Generally, the scope of review of such approvals should be limited to address siting, design or alignment of the planned improvement within the general location specified in the local TSP.

6.3 Demonstration of Compliance with Regional Requirements

In November 1992, the voters approved Metro's Charter. The Charter established regional planning as Metro's primary mission and required the agency to adopt a Regional Framework Plan (RFP). The plan was subsequently adopted in 1997, and now serves as the document that merges all of Metro's adopted land-use planning policies and requirements. Chapter 2 of the Regional Framework Plan describes the different 2040 Growth Concept land-use components, called "2040 Design Types," and their associated transportation policies. The Regional Framework Plan directs Metro to implement these 2040 Design Types through the RTP and Metropolitan Transportation Improvement Program (MTIP). These requirements are addressed as follows:

- Chapter 1 of the updated RTP has been revised to be completely consistent with applicable framework plan policies, and the policies contained in Chapter 1 of this plan incorporate all of the policies and system maps included in Chapter 2 of the framework plan. These policies served as a starting point for evaluating all of the system improvements proposed in this plan, and the findings in Chapter 3 and 5 of the RTP demonstrate how the blend of proposed transportation projects and programs is consistent with the Regional Framework Plan and 2040 Growth Concept.

- The MTIP process has also been amended for consistency with the Regional Framework Plan. During the Priorities 2000 MTIP allocation process, project selection criteria were based on 2040 Growth Concept principles, and funding categories and criteria were revised to ensure that improvements critical to implementing the 2040 Growth Concept were adequately funded.

Prior to completion of this updated RTP, several transportation planning requirements were included in the *Urban Growth Management Functional Plan* (UGMFP), which was enacted to address rapid growth issues in the region while the Regional Framework Plan and other long-range plans were under development. This 2000 RTP now replaces and expands the performance standards required for all city and county comprehensive plans in the region contained in Title 6 of the UGMFP. *See Sections 6.4.4 through 6.4.7, 6.6, 6.6.3 and 6.7.3.* In addition, parking policies contained in this plan were developed to complement Title 2 of the UGMFP, which regulates off-street parking in the region. *See Section 1.3.6, Policy 19.1.* Therefore, this RTP serves as a discrete functional plan that is both consistent with, and fully complementary of the UGMFP.

To ensure consistency between the 2000 RTP and local transportation system plans (TSPs), Metro shall develop a process for tracking local TSP project and functional classification refinements that are

consistent with the RTP, and require a future amendment to be incorporated into the RTP. Such changes should be categorized according to degrees of significance and impact, with major changes subject to policy-level review and minor changes tracked administratively. This process should build on the established process of formal comment on local plan amendments relevant to the RTP.

6.4 Local Implementation of the RTP

6.4.1 Local Consistency with the RTP

The comprehensive plans adopted by the cities and counties within the Metro region are the mechanisms by which local jurisdictions plan for transportation facilities. These local plans identify future development patterns that must be served by the transportation system. Local comprehensive plans also define the shape of the future transportation system and identify needed investments. All local plans must demonstrate consistency with the RTP as part of their normal process of completing their plan or during the next periodic review. Metro will continue to work in partnership with local jurisdictions to ensure plan consistency.

The 2000 RTP is Metro's regional functional plan for transportation. Functional plans by state law include "recommendations" and "requirements." The listed RTP elements below are all functional plan requirements. Where "consistency" is required with RTP elements, those elements must be included in local plans in a manner that substantially complies with that RTP element. Where "compliance" is required with RTP elements, the requirements in those elements must be included in local plans as they appear in the RTP.

For inconsistencies, ~~local governments~~cities and counties, special districts or Metro may initiate the dispute resolution process detailed in this chapter prior to action by Metro to require an amendment to a local comprehensive plan, transit service plan or other facilities plan. Specific elements in the 2000 RTP that require city, county and special district compliance or consistency are as follows:

Chapter 1 *Consistency with policies, objectives, motor vehicle level-of-service measure and modal targets, system maps and functional classifications including the following elements of Section 1.3:*

- *regional transportation policies 1 through 20 and objectives under those policies*

- *all system maps (Figures 1.1 through 1.19, including the street design, motor vehicle, public transportation, bicycle, pedestrian and freight systems)*

- *motor vehicle performance measures (Table 1.2), or alternative performance measures as provided for in Section 6.4.7(1)*

- *regional non-SOV modal targets (Table 1.3)*

Chapter 2 *Consistency with the 2020 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.9 of this chapter, but only for the purpose of TSP development and analysis.*

Chapter 6 *Compliance with the following elements of the RTP implementation strategy:*

- *Local implementation requirements contained in Section 6.4*

- *Project development and refinement planning requirements and guidelines contained in Section 6.7*

For the purpose of local planning, all remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans. All local comprehensive plans and future amendments to local plans are required by state law to be consistent with the adopted RTP. For the purpose of transit service planning, or improvements to regional transportation facilities by any special district, all of the provisions in the RTP are recommendations unless clearly designated as a requirement. Transit system plans are required by federal law to be consistent with adopted RTP policies and guidelines. Special district facility plans that affect regional facilities, such as port or passenger rail improvements, are also required to be consistent with the RTP.

The state Transportation Planning Rule (TPR) requires most cities and counties in the Metro region to adopt local Transportation System Plans (TSPs) in their comprehensive plans. These local TSPs are required by the TPR to be consistent with the RTP policies, projects and performance measures identified in this section.

~~Upon adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. A finding of consistency and compliance for local TSPs that are found to be consistent with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments. A~~

~~finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction. Tentative findings of consistency and compliance shall be provided to local jurisdictions as part of the public record during the local adoption process to allow local officials to consider these findings prior to adoption of a local TSP.~~

6.4.2 Local TSP Development

Local TSPs must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction, as identified in the RTP. Needs are generally identified either through a periodic review of a local TSP or a specific comprehensive plan amendment. Local TSPs that include planning for potential urban areas located outside the urban growth boundary shall also include project staging that links the development of urban infrastructure in these areas to future expansion of the urban growth boundary. In these areas, local plans shall also prohibit the construction of urban transportation improvements until the urban growth boundary has been expanded and urban land use designations have been adopted in local comprehensive plans.

Once a transportation need has been established, an appropriate transportation strategy or solution is identified through a two-phased process. The first phase is system-level planning, where a number of transportation alternatives are considered over a large geographic area such as a corridor or local planning area, or through a local or regional Transportation System Plan (TSP). The purpose of the system-level planning step is to:

- consider alternative modes, corridors, and strategies to address identified needs

- determine a recommended set of transportation projects, actions, or strategies and the appropriate modes and corridors to address identified needs in the system-level study area

The second phase is project-level planning (also referred to as project development), and is described separately in this chapter in Section 6.7.

Local TSP development is multi-modal in nature, resulting in blended transportation strategies that combine the best transportation improvements that address a need, and are consistent with overall local comprehensive plan objectives.

6.4.3 Process for Metro Review of Local Plan Amendments, Facility and Service Plans

Metro will review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP. Prior to adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. Metro will submit formal comment as part off the adoption process for local TSPs to identify areas where inconsistencies with the RTP exist, and suggest remedies.

Upon adoption of a local TSP, Metro will complete a final consistency review, and a finding of consistency with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments or local periodic review. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction.

The following procedures are required for local plan amendments:

1. When a local jurisdiction or special district is considering plan amendments or facility plans which are subject to RTP local plan compliance requirements, the jurisdiction shall forward the proposed amendments or plans to Metro prior to public hearings on the amendment.

2. Within four weeks of receipt of notice, the Transportation Director shall notify the local jurisdiction through formal written comment whether the proposed amendment is consistent with RTP requirements, and what, if any, modifications would be required to achieve consistency. The Director's finding may be appealed by both the local jurisdiction or the owner of an affected facility, first to JPACT and then to the Metro Council.

3. A jurisdiction shall notify Metro of its final action on a proposed plan amendment.

4. Following adoption of a local plan, Metro shall forward a finding of consistency to DLCD, or identify inconsistencies that were not remedied as part of the local adoption process.

6.4.4 Transportation Systems Analysis Required for Local Plan Amendments

This section applies to city and county comprehensive plan amendments or to any local studies that would recommend or require an amendment to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system, as defined by Figure 1.12. This section does not apply to projects in local TSPs

that are included in the 2000 RTP. For the purpose of this section, significant SOV capacity is defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile. This section does not apply to plans that incorporate the policies and projects contained in the RTP.

Consistent with Federal Congestion Management System requirements (23 CFR Part 500) and TPR system planning requirements (660-12), the following actions shall be considered when local transportation system plans (TSPs), multi-modal corridor and sub-area studies, mode specific plans or special studies (including land-use actions) are developed:

1. Transportation demand strategies that further refine or implement a regional strategy identified in the RTP

2. Transportation system management strategies, including intelligent Transportation Systems (ITS), that refine or implement a regional strategy identified in the RTP

3. Sub-area or local transit, bicycle and pedestrian system improvements to improve mode split

4. The effect of a comprehensive plan change on mode split targets and actions to ensure the overall mode split target for the local TSP is being achieved

5. Improvements to parallel arterials, collectors, or local streets, consistent with connectivity standards contained in Section 6.4.5, as appropriate, to address the transportation need and to keep through trips on arterial streets and provide local trips with alternative routes

6. Traffic calming techniques or changes to the motor vehicle functional classification, to maintain appropriate motor vehicle functional classification

7. If upon a demonstration that the above considerations do not adequately and cost-effectively address the problem, a significant capacity improvement may be included in the comprehensive plan

Upon a demonstration that the above considerations do not adequately and cost-effectively address the problem and where accessibility is significantly hindered, Metro and the affected city or county shall consider:

1. Amendments to the boundaries of a 2040 Growth Concept design type

2. Amendments or exceptions to land-use functional plan requirements

3. Amendments to the 2040 Growth Concept

4. Designation of an Area of Special Concern, consistent with Section 6.7.7.

Demonstration of compliance will be included in the required congestion management system compliance report submitted to Metro by cities and counties as part of system-level planning and through findings consistent with the TPR in the case of amendments to applicable plans.

6.4.6 Alternative Mode Analysis

Improvement in non-SOV mode share will be used as the key regional measure for assessing transportation system improvements in the central city, regional centers, town centers and station communities. For other 2040 Growth Concept design types, non-SOV mode share will be used as an important factor in assessing transportation system improvements. These modal targets will also be used to demonstrate compliance with per capita travel reductions required by the state TPR. This section requires that cities and counties establish non-SOV regional modal targets for all 2040 design types that will be used to guide transportation system improvements, in accordance with Table 1.3 in Chapter 1 of this plan:

1. Each jurisdiction shall establish an alternative mode share target (defined as non-single occupancy vehicle person-trips as a percentage of all person-trips for all modes of transportation) in local TSPs for trips into, out of and within all 2040 Growth Concept land-use design types within its boundaries. The alternative mode share target shall be no less than the regional modal targets for these 2040 Growth Concept land-use design types to be established in Table 1.3 in Chapter 1 of this plan.

2. Cities and counties, working with Tri-Met and other regional agencies, shall identify actions in local TSPs that will result in progress toward achieving the non-SOV modal targets. These actions should initially be based on RTP modeling assumptions, analysis and conclusions, and include consideration of the maximum parking ratios adopted as part of Title 2, section 3.07.220 of the *Urban Growth Management Functional Plan*; regional street design considerations in Section 6.7.3, Title 6, transportation demand management strategies and transit's role in serving the area. Local benchmarks for evaluating progress toward achieving modal targets may be based on future RTP updates and analysis, if local jurisdictions are unable to generate this information as part of TSP development.

3. Metro shall evaluate local progress toward achieving the non-SOV modal targets during the 20-year plan period of a local TSP using the Appendix 1.8 "TAZ Assumptions for Parking Transit and Connectivity Factors" chart as minimum performance requirements for local actions proposed to meet the non-SOV requirements.

6.4.8 Future RTP Refinements Identified through Local TSPs

The 2000 RTP represents the most extensive update to the plan since it was first adopted in 1982. It is the first RTP to reflect the 2040 Growth Concept, Regional Framework Plan and state Transportation Planning Rule. In the process of addressing these various planning mandates, the plan's policies and projects are dramatically different than the previous RTP. This update also represents the first time that the plan has considered growth in urban reserves located outside the urban growth boundary but expected to urbanize during the 20-year plan period. As a result, many of the proposed transportation solutions are conceptual in nature, and must be further refined.

In many cases, these proposed transportation solutions were initiated by local jurisdictions and special agencies through the collaborative process that Metro used to develop the updated RTP. However, the scope of the changes to the RTP will require most ~~local governments~~cities and counties and special agencies to make substantial changes to comprehensive, facility and service plans, as they bring local plans into compliance with the regional plan. In the process of making such changes, local jurisdictions and special agencies will further refine many of the solutions included in this plan.

Such refinements will be reviewed by Metro and, based on a finding of consistency with RTP policies, specifically proposed for inclusion in future updates to the RTP. Section 6.3 requires Metro to develop a process for to ensure consistency between the 2000 RTP and local TSPs by developing a process for tracking local project and functional classification refinements that are consistent with the RTP, but require a future amendment to be incorporated into the RTP. This process will occur concurrently with overall review of local plan amendments, facility plans and service plans, and is subject to the same appeal and dispute resolution process. While such proposed amendments to the RTP ~~are~~ may not be effective until a formal amendment has been adopted, the purpose of endorsing such proposed changes is to allow ~~local governments~~cities and counties to retain the proposed transportation solutions in local plans, with a finding of consistency with the RTP, and to provide a mechanism for timely refinements to local and regional transportation plans.

6.7 Project Development and Refinement Planning

6.7.1 Role of RTP and the Decision to Proceed with Project Development

After a project has been incorporated in the RTP, it is the responsibility of the local sponsoring jurisdiction to determine the details of the project (design, operations, etc.) and reach a decision on whether to build the improvement based upon detailed environmental impact analysis and findings demonstrating consistency with applicable comprehensive plans and the RTP. If this process results in a decision not to build the project, the RTP will be amended to delete the recommended improvement and an alternative must be identified to address the original transportation need.

6.7.2 New Solutions Re-submitted to RTP if No-Build Option is Selected

When a "no-build" alternative is selected at the conclusion of a project development process, a new transportation solution must be developed to meet the original need identified in the RTP, or a finding that the need has changed or been addressed by other system improvements. In these cases, the new solution or findings will be submitted as an amendment to the RTP, and would also be evaluated at the project development level.

6.7.3 Project Development Requirements

Transportation improvements where need, mode, ~~corridor and~~ function and general location have already been identified in the RTP and local plans for a specific alignment must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies, in coordination with Metro. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating engineering and design alternatives ~~and~~, potential environmental impacts and consistency with applicable comprehensive plans and the RTP. The project need, mode, ~~corridor, and~~ function and general location do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS document). In

addition, ~~this section~~ CMS requires that street design guidelines be considered as part of the project-level planning process. This ~~section~~ CMS requirement does not apply to locally funded projects on local facilities. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, Tri-Met, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis as part of completing the CMS report:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles ~~are~~ contained in Chapter 1 of this plan. See Section 1.3.5, Policy 11.0, Figure 1.4. Implementing guidelines are contained in *Creating Livable Streets: Street Design Guidelines for 2040* (1997) or other similar resources consistent with regional street design policies.

2001

Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec. Jan. Feb. Mar. April May June

Elderly & Disabled Plan Steering Committee Convened

Needs Assessment & Vision Development and Data Collection & Analysis

Elderly & Disabled Transportation Plan (EDTP) Alternatives Development and Review

Draft Plan Review

EDTP Plan Adoption

Tri-County Elderly and Disabled Plan Update

Partners in Planning *May 2001*

At this point in time...

The Plan: The Elderly and Disabled Transportation Plan (EDTP) for Multnomah, Clackamas and Washington counties is a coordinated effort to increase options and guide future funding for the senior and disabled transportation network in the tri-county area. Metro's Regional Transportation Plan (RTP) will include the funding and transportation system goals and strategies outlined in the EDTP.

Early in the planning process the EDTP Steering Committee agreed upon a vision statement and five guiding tenets.

Vision: Provide a synergistic network of tri-county elderly and disabled (E & D) transportation services; tailored to customer needs, integrating and maximizing necessary resources for a seamless, convenient, efficient, and accessible system.

The Elderly and Disabled Transportation Plan for Multnomah, Clackamas and Washington counties is a coordinated effort to increase options and guide future funding for the senior and disabled transportation network in the tri-county area.

Guiding Tenets:

- **Service Delivery** - Ensure a network of quality services throughout the tri-county area.
- **Customer Satisfaction and Convenience** - Allow for ease of access, reliable service and increased safety and amenities.
- **Service Coordination** - Design an integrated, seamless network of services throughout the tri-county.
- **Resource & Funding** - Leverage a variety of human and fiscal resources.
- **Land use** - Ensure E & D land uses are coordinated with and integrated into the existing transportation network.

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Based on community feedback the EDTP Steering Committee recommends strategies (in italics) for each of the Plan's Guiding Tenets.

Service Delivery

Recommended strategies aim to increase access to E & D transportation services.

- **Service Standards:** Provide for service standards that are sensitive to and balance the cultural, functional or age-related needs of a customer with the need to utilize resources in a cost-effective manner.

  STRATEGY: Employ recommended minimum standards for service delivery within the tri-county area .

- **Service Levels:** Develop appropriate service levels in the tri-county area with emergency back-up services for all E & D transportation services.

  STRATEGY: Adopt the preferred service delivery strategy and include it in the RTP.

- **Service Area:** Ensure all elderly and people with disabilities within the tri-county area have access to the transit network.

  STRATEGY: Adopt the preferred service delivery strategy and include it in the RTP.

Customer Satisfaction and Convenience

The Plan's strategies for customer satisfaction and convenience offer the opportunity for providers, service agencies and passengers to work together to create a minimum level of customer service regardless of the service area. To maintain a high level of customer satisfaction, the EDTP recommends:

- **Service Information:** Provide a customer information system that improves community familiarity with, access to and understanding of the E & D transportation network.

  STRATEGY: Coordinate regional customer travel training and regional system marketing.

- **Service Sensitivity:** Ensure all services and drivers in the tri-county E & D transportation network are sensitive to the individual needs of the user.

  STRATEGY: Coordinate regional provider training.

- **Passenger Amenities:** Enhance customer safety and comfort through the design and placement of passenger amenities (shelters, signage, lighting, and phones) at all key transit stops.

  STRATEGY: Based on stakeholder input, assist in developing recommended local passenger amenity guidelines.

- **Accountability:** Ensure transportation services are accountable to the customer and responsive to their concerns.

  STRATEGY: Based on stakeholder input, assist in development of accountability procedures.

Service Coordination

The Plan's strategies for service coordination represent new opportunities for partnerships among providers, stakeholders, and users of E & D transportation users in the tri-county area.

Particular emphasis is placed on coordination and collaboration. Outlined are the key service coordination elements:

- **On-Going Planning:** Establish an on-going planning effort for E & D transportation and integrate it with other local, regional, and state efforts.

  STRATEGY: Create a Tri-County E & D Transportation Coordinating Council.

- **Decision-Making:** Develop a participatory decision-making process for the planning and

evaluation of E & D transportation services that includes well-informed stakeholders and advocates.

- **'ooling Resources and Rides:** Optimize transportation services, capital, and fiscal resources to increase ridership and system efficiencies.

  STRATEGY: Create Elderly and Disabled Planning Sub-Committees in each of the three counties that can implement the EDTP plan elements.

- **Single Point of Entry:** Develop a single point of entry for users with many access opportunities (phone, email, internet, etc.) for ease of scheduling.
- **Technology**: Employ technology to create a seamless and coordinated system for the user's ease and to maximize efficiency of operation, planning and administrative functions.

  STRATEGY: With stakeholders, explore the creation of a regional information clearinghouse nd regional database.

Resource & Funding

Implementation of the EDTP would require an additional $12 million in capital and operating funds to fully meet the minimum standards outlined in the Plan and provide over 4 million new rides per year.

To link services to human and fiscal resources for wise allocation of transportation resources the following strategies are included in the Plan:

- **Funding Opportunities:** Enhance funding opportunities at the state and federal level. At the local level, integrate funding sources to address funding gaps.

  STRATEGY: Continue to pursue state and federal funding for increased special needs transportation and leverage other public and private esources.

- **Fiscal Resources:** Link users' needs to the most appropriate and least expensive service (e.g., fixed route) to maximize transportation resources.

  STRATEGY: Fully fund travel training and service marketing to ensure users are linked to most appropriate service for their functional mobility.

- **Informal and Formal Networks:** Support informal (self, family, neighbors) and formal networks (volunteer recruitment) throughout the tri-county network.

  STRATEGY: Fully fund training and information services to enhance the informal and formal network of available services.

Land Use

In order to encourage land use and transportation planning that supports development of elderly and disabled housing that allows easy access to the transportation network and is close to support and retail services, the following is recommended:

- **Links to the Transportation System:** Encourage locating E & D facilities in areas with existing transportation services and pedestrian amenities.
- **Enhance Pedestrian Facilities:** Encourage that new and existing development create and enhance pedestrian facilities near E & D developments and provide incentives for future pedestrian orientation in areas serving elderly and disabled individuals.
- **Mixed Use Development:** Incorporate E & D housing into mixed-use developments that include public facilities.

For more information on the EDTP, please call 503-962-5806, TTY 503-238-5811 or visit www.tri-met.org/e&dplan.html

Mark Your Calendars

The tri-county Elderly and Disabled Transportation Plan's Steering Committee will host open houses in May 2001 to share more information about the plan recommendations:

Tues., May 15
1:00 – 3:00
St. Johns Community Ctr.
8427 N. Central
On bus lines 4, 6, 17, 40, 75

Wed., May 16
11:30 – 1:30
Hillsboro Community Senior Center
750 SE 8th Ave.
On bus line 57 and MAX

Thurs., May 17
11:30 – 1:30
Tualatin/Durham Senior Center
8513 SW Tualatin Rd.
On bus lines 76, 96

Tues., May 22
11:30 – 1:30
Gladstone Senior Center
1050 Portland Ave
On bus lines 33, 79

Wed., May 23
11:00 – 1:30
Gresham Senior Center
50 NE Elliot Ave.
On bus lines 9, 80, 81, 84, and MAX

Thurs., May 24
11:30-1:30
Molalla Adult Comm. Ctr.
305 Kennel St.

Fri., May 25
11:30 – 1:30
Forest Grove Senior Ctr.
2037 Douglas
On bus line 57

EDTP Project
c/o 4012 SE 17th
Portland OR 97202

EDTP Steering Committee Members

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Ross Mathews
Jim McConnell
Christina Morris
Janette Palmer
Narcisa Pimentel
Shirley Potter
Jon Putman
Dolores Raymond
Mary Lou Ritter
Marie Sowers
Elaine Wells
Herman White

Operating Cost for 2002

	(Existing) Financially Constrained	RTP Priority	(Strategy A) RTP Preferred	Rural Preferred Plus
URBAN (Inside UGB, Inside TM ADA Boundary)				
E&D No Difficulty	◗	●	●	●
Non ADA Eligible (some difficulty)	❖	◗	●	●
ADA Eligible	●	●	●	●
Needs Assistance	❖	○	◗	◗
URBAN (Inside UGB, Outside TM ADA Boundary)				
E&D No Difficulty	❖	◗	●	●
Non ADA Eligible (some difficulty)	❖	◗	●	●
ADA Eligible	❖	◗	●	●
Needs Assistance	❖	◉	◗	◗
Urban Area Only (Rounded) Estimated Operating Cost*	**$ 29,500,000**	**$ 32,000,000**	**$ 34,000,000**	**$ 34,000,000**

	(Existing) Financially Constrained	RTP Priority	(Strategy A) RTP Preferred	Rural Preferred Plus
LARGE COMMUNITY				
E&D No Difficulty	◗	◗	◗	◗
Non ADA Eligible (some difficulty)	○	◗	◗	◗
ADA Eligible	◗	◗	◗	◗
Needs Assistance	❖	○	○	○
SMALL COMMUNITY (Outside Transit Districts)				
E&D No Difficulty	❖	○	○	◗
Non ADA Eligible (some difficulty)	❖	○	○	◗
ADA Eligible	❖	○	○	◗
Needs Assistance	❖	◉	◉	○
RURAL (Outside Transit Districts)				
E&D No Difficulty	❖	◉	◉	○
Non ADA Eligible (some difficulty)	❖	◉	◉	○
ADA Eligible	❖	◉	◉	○
Needs Assistance	❖	◉	◉	◉
Large/Small & Rural Areas Only (Rounded) Estimated Operating Cost*	**$ 4,000,000**	**$ 10,000,000**	**$ 10,000,000**	**$ 14,000,000**

Tri-County Total (Rounded) Estimated Operating Cost *	**$ 33,500,000**	**$ 42,000,000**	**$ 44,000,000**	**$ 48,000,000**
Gap	**Assumes 6% increase / year**	**Assumes Existing + 8.5 million**	**Assumes Existing + 10.5 million**	**Assumes Existing + 14.5 million**

LEGEND

●	High (20-24hrs / 7 days)
◗	Medium (10 -15 hrs / 6 days)
○	Low (8 - 10 hrs / 5 days)
◉	Minimum(6-8 hrs / 5 days week medical, nutrition, work / 2-3 days for other)
❖	Service Level Is Typically Below Minimum Due To Resource Constraints

*** Operating Cost does not include OMAP**

THE TRI-COUNTY ELDERLY AND DISABLED TRANSPORTATION PLAN

Executive Summary

June 2001

061401jpact-5c

Prepared by:

Tri-County Elderly and Disabled Transportation Plan Steering Committee Members

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Executive Summary

Introduction

Mobility is an important quality-of-life issue for seniors and individuals with disabilities. Transportation increases independence, provides connection with the community, and ensures access to life sustaining activities.

Since April 2000, a 25-member steering committee has been coordinating the development of the Tri-County Elderly and Disabled Transportation Plan (EDTP). The committee included representatives from the Area Agencies on Aging and Disabilities, local transportation providers, the regional Special Transportation Fund Advisory Committee and a variety of elderly and disabled stakeholder groups in Multnomah, Clackamas and Washington counties.

The EDTP presents recommendations for expanding the elderly and disabled transportation network to address, for the first time, service delivery, service coordination, customer satisfaction, resource allocation, and land use policy issues associated with a coordinated and comprehensive system. Metro's Regional Transportation Plan (RTP) will be amended to implement portions of the EDTP within the regional urban growth boundary. It will serve to guide regional elderly and disabled transportation funding decisions and will inform local transportation system plans.

It should be noted that this plan is, by design, an evolving plan that will be a tool in working toward a new consensus on E&D transit needs in the tri-county area. The plan will change over time as needs and information change. The plan is the beginning of the process and provides a direction with a vision and goals to achieve. It is designed to encourage local and regional discussion, agreement and coordinated action.

History, Plan Focus and Public Participation

The Tri-County area has a long and distinguished history of working together to deal with the transportation needs of its E&D community. In reviewing the history, the Steering Committee was able to identify the strengths and weaknesses of the existing elderly and disabled transportation system. These strengths and weakness provided the five key elements for plan development (not in priority order). These included:

- The need for a shared set of values among the various stakeholders for elderly and disabled transportation.
- The need for a coordinated elderly and disabled transportation service delivery system in the tri-county area.
- The need for flexibility in the existing elderly and disabled transportation system standards.

- The lack of, or poor integration of elderly and disabled transportation needs into general transportation planning, social service planning and other local/regional planning efforts.
- The need for E&D transportation exceeds the resources available for service provision.

In addition to establishing the key plan issues, The EDTP Steering Committee worked to develop an extensive public involvement plan with the following planning values as a foundation:

- Establish and maintain a process inclusive and respectful of all opinions
- Directly involve stakeholders in the process
- Create a process which is not viewed as top-down
- Encourage community input
- Integrate this plan into other existing land use and transportation plans
- Learn and build a greater understanding among stakeholders, the region, and customers
- Be sensitive to stakeholders' needs in the process and plan (e.g., non-English speaking communities)

Techniques used in EDTP public involvement process included surveys via mail, internet, and personal delivery, focus groups, fact sheets, media outreach, open houses, presentations, display sites, event collaboration, direct mailing, and web site information. Together these outreach techniques allowed over 135 organizations and over 2,000 individuals to receive information and provide comment on the plan.

Plan Visions and Tenets

The Steering Committee developed the plan vision and five tenets that were the guiding principles for the development of the Tri-County Elderly and Disabled Transportation Plan. The Steering Committee acknowledges that the vision and tenets may need to be modified over time as the needs and services within the tri-county change. However, at this time the general context of elderly and disabled transportation is reflected in this vision and tenets.

Vision

Provide a synergistic network of tri-county elderly and disabled transportation services; tailored to customer needs, integrating and maximizing necessary resources for a seamless, convenient, efficient, and accessible system.

Guiding Tenets:

- Service Delivery: Guarantee the elderly and disabled transportation network in the tri-county area delivers a variety of quality services in a consistent and efficient manner.
- Service Coordination: To assure an integrated transportation network on a local, regional and statewide level and to provide a seamless and coordinated system for its customers.

- Passenger Convenience/Customer Satisfaction: To provide an elderly and disabled transportation system in the tri-county area that maximizes access, ensures reliable service, enhances passenger safety, provides convenient transportation options and maintains a high level of customer satisfaction.
- Resources/Funding: To link services to human and fiscal resources for wise allocation of transportation resources.
- Land Use Connection: Encourage land use and transportation planning that supports development of elderly and disabled housing that allows easy access to the transportation network and is close to support and retail services.

Context and Needs in the Tri-County Area

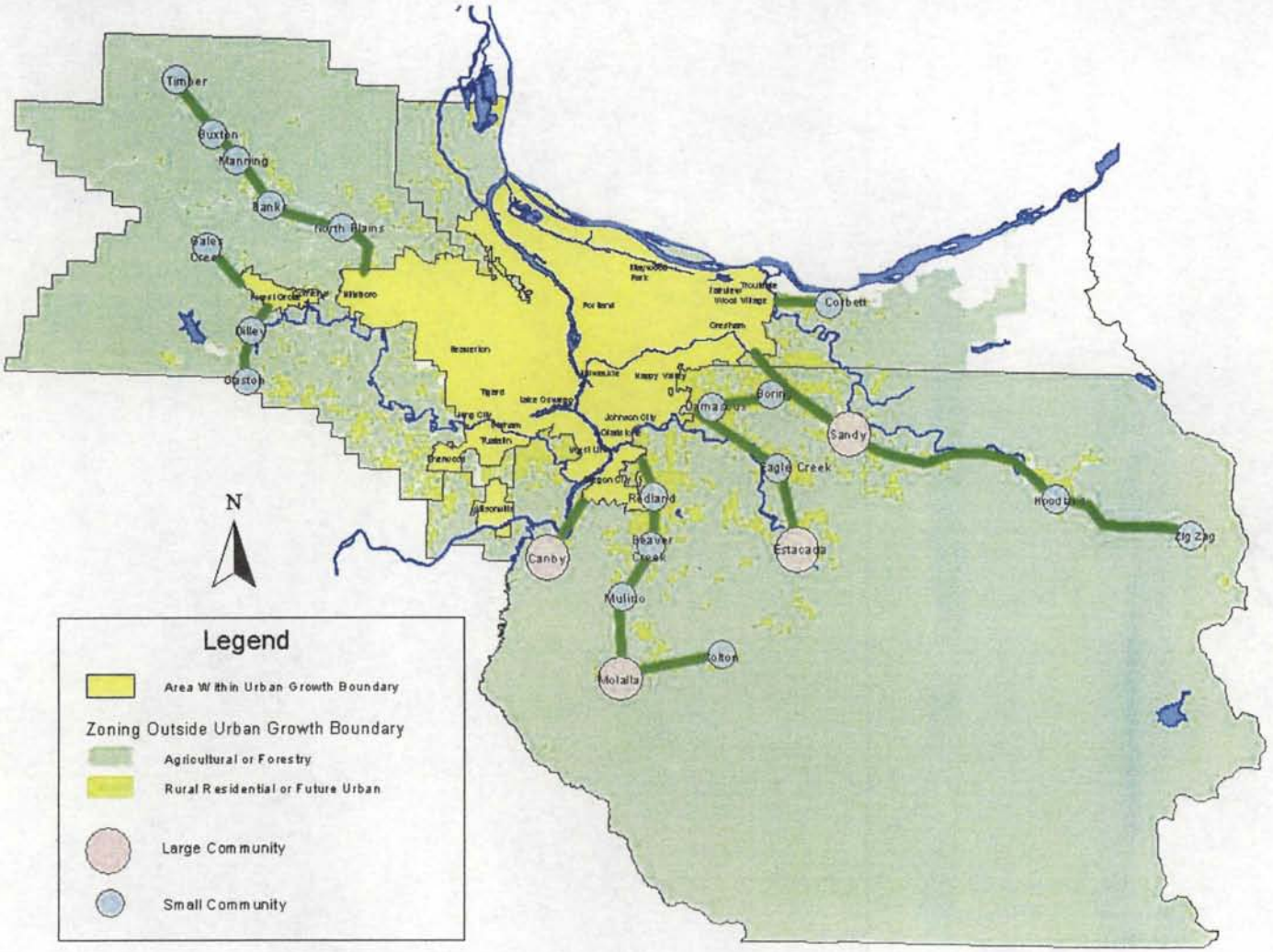
Elderly and persons with disabilities in the tri-county area currently represent about 17% of the total population. By the year 2010, this number is expected to increase to 20% with the most significant increases coming from the generation of "Baby Boomers", the fastest growing segment of the population, who will begin turning 60 years of age in 2005. Of the approximately 228,000 elderly and disabled individuals living within the tri-county area today, about 42% currently use transit services for some or all of their transportation needs. In 1999, these services, made up of four public and thirty community-based transportation operators, provided over 9,100,000 rides to the elderly and disabled population for all trips including basic medical, nutritional and social interaction needs. Despite the significant number of elderly and disabled in the tri-county area who are currently accessing transportation services, it is estimated that approximately 16,500 do not have access to transportation for some or all of their trips. These elderly and disabled individuals may be unaware of the services available to them, may not be able to effectively utilize available services, or may live outside a transit or transportation district.

Recommended Service Delivery Strategy

The Steering Committee began reviewing potential service delivery options by defining key principles to guide concept development. These principles included:

- The EDTP recommends that everyone in the tri-county area has access to medical, work and nutritional rides (including trips for shopping and meal programs) at least five (5) days a week and access to other rides (includes non-grocery shopping, appointments, recreation, etc.) at least two (2) to three (3) days a week.
- Current service levels will not decrease as a result of the EDTP's recommendations.
- The EDTP supports the inclusion of social service agencies, elderly and disabled transportation providers and other key stakeholders in meeting transportation needs for the elderly and disabled community.
- The EDTP assumes that regional incentives and guidelines will be developed to assist individuals in choosing the mode most appropriate to their functional ability.

Strategy A: Land Use Concept



The recommended service delivery strategy (figure for the preferred strategy is presented on previous page) provides the elderly and disabled community with access to transportation options that are appropriate for their functional abilities and varying needs. The plan's programs and services reflect recommended standards for the different geographic areas of the three counties. These standards were developed based on a variety of factors including regional land-use strategies, the existing transportation system, resource availability and areas with a high concentration of the elderly and disabled individuals with an emphasis on the plan's special needs populations.

Service Coordination

Elderly and disabled transportation services have a long history in the tri-county area (see Section 1.2 of the plan). This history has helped to foster a variety of working relationships between providers, stakeholders and system users. These existing relationships have created an informal organizational structure, which allows for coordination, but stresses local control and decision-making.

Strengths of the existing organizational structure:

- The existing structure provides for a variety of services to meet the range of transportation needs within the tri-county area, with the most opportunities and services provided in the urban and large community settings. Even in these areas, however, system duplication is minimal.
- The existing system supports local control and decision-making, while encouraging coordination in areas where efficiencies can be gained.
- The existing system serves a significant portion of the elderly and disabled population.
- The "formal, public or not for profit" elderly and disabled services (fixed-route, paratransit, community based services) are coordinated through contracts or intergovernmental agreements that help to define the relationships and roles of the providers in the system.
- The State funding structure requires the tri-county area to make collective decisions on resource allocation for elderly and disabled transportation services.

Opportunities for improvement in the existing organizational structure:

- The private, for profit (taxis, residential vans, etc) and "informal" E&D services (families, friends, etc.) are not coordinated or supported through any formal agreements in the tri-county area.
- Several factors don't allow the system to reach a high level of individual trip coordination among providers including such things as:
    - The Medicaid program (OMAP) operates independently of the rest of the E&D transportation network.
    - Funding streams and requirements (federal and state) may pose challenges to fully integrating the system.
    - Several dispatch systems exist in the same local area.

- Duplicate eligibility determination processes present many hurdles for people needing to get access to services.

- Formal contracts and intergovernmental agreements reflect the individual relationships and responsibilities between the providers. These contracts and agreements may not address regional elderly and disabled transportation system management issues. Hence, these local decisions and efficiencies may not benefit the overall elderly and disabled transportation system or the system user.
- Regional decisions regarding provider roles, operational issues, service gaps, marketing and information are made within the context of resource allocation and availability. Decisions are not based on a formal plan or an ongoing process, which looks at the overall system's goals, needs, and resource allocation and management. With no regional agreement on goals and standards for the elderly and disabled transportation system, there are conflicting expectations regarding system purpose, service provision, provider roles and responsibilities, marketing and information.

Recommendations:

This service coordination plan recognizes that any modification to the existing organizational structure will take time and a significant amount of interaction between stakeholders, providers and system users. The following represents the initial plan recommendations for service coordination strategies. These recommendations assume that both the structure and elements of these improvements will be shaped, altered and improved upon as they are implemented.

- A formal process for the on-going planning and implementation of elderly and disabled transportation in the tri-county area.
- Explore the potential for a regional clearinghouse and database for elderly and disabled transportation in the tri-county area (with an emphasis on integrating the Medical Transportation Program's services and information into this structure).

Customer Convenience and Satisfaction

Customer Based Support Activities

Currently, the region's transportation providers place great value on customer service. Yet, there hasn't been a collaborative customer support effort among the transportation providers. The Steering Committee is recommending that regional customer-based support activities be employed to help coordinate efforts to increase customer convenience and satisfaction. Customer-based approaches intended to empower riders and foster autonomy include:

- Customer Training Programs

  A key principle to the service delivery plan is to provide assistance to individuals in choosing the mode most appropriate to their functional ability. As a result, the Steering Committee recommends coordinated travel training and trip planning programs, which coach elderly and disabled individuals on riding public transit.

- Regional System Marketing

  The Steering Committee recommends a region-wide marketing strategy, developed to be easily accessible to the target populations and coordinated among the various providers to minimize confusion among elderly and disabled riders.

Provider Based Support Activities

In addition to customer support activities that help to increase convenience and satisfaction levels for specific customers, the Steering Committee is recommending that regional provider-based support activities be used to enhance the overall transit experience for all customers. Regional system support strategies that can be effective in raising the convenience and satisfaction levels throughout the network include:

- Provider Training

  The most effective means of improving customer convenience and satisfaction levels is to provide customer service training at the points of contact between the rider and the transportation provider. These points of contact usually include drivers, dispatchers, trip planners, and customer service representatives. The Steering Committee recommends that a menu of training programs be developed that would give service providers and support personnel the ability to improve their quality of customer service.

- Local Guidelines for the Placement of Passenger Amenities

  The service delivery plan encourages elderly and disabled riders to make regional connections using the fixed-route system. Passenger amenities such as shelters, signage, lighting, and phones (including TTY phones) would assist in making sure that these connections are safe and comfortable for riders. These amenities are particularly important to elderly and disabled individuals who may be more sensitive to adverse weather, poor lighting, safety issues, and small print signage. The Steering Committee recommends that local guidelines for the placement of passenger amenities be developed by each of the fixed route transportation service providers by mid-2002.

- Local Guidelines for Customer Accountability

  Customer input is the hallmark of any customer service plan. As such, it is important that elderly and disabled riders have a means of submitting input and receiving responses from transportation providers. Therefore, the Steering Committee recommends that each elderly and disabled transportation provider should develop procedures that allow for customer input and response by mid-2002. These accountability procedures should be made easily accessible to all riders, regardless of where they live or whether the service is funded from their area. Accountability procedures should be widely advertised as well.

Land Use

The expansion of the elderly and disabled transportation network in the tri-county area is a necessary and positive step towards assuring that all elderly and disabled citizens are able to maintain their independence, preserve connections with the community, and ensure access to life sustaining activities. However, it must be clearly recognized by policy makers and the public that the provision of

transportation is only one tool to meet these objectives. The provision of increased transit services alone will not address the needs of the growing elderly and disabled community. To be successful, this Plan must be integrated with the land use and transportation plans for the tri-county area as a whole.

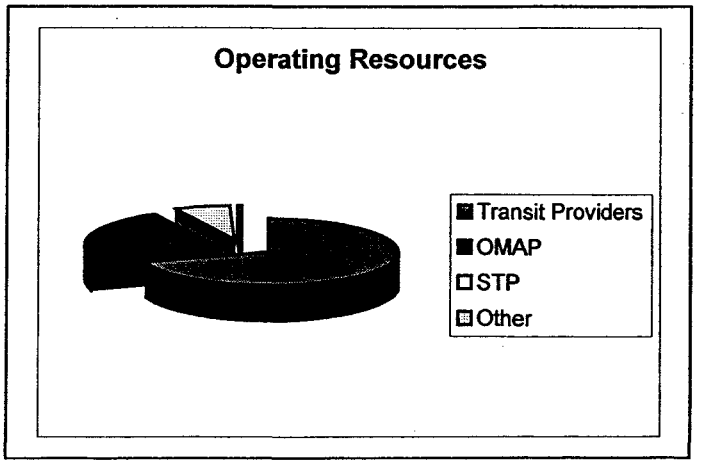
To this end, the policies and service delivery strategies outlined in this plan will be integrated into Metro's Regional Transportation Plan (RTP) and the local counties and jurisdictions within the tri-county area will be asked to include them in their transportation system plans (TSPs), comprehensive plans and their strategic plans for social service providers. Particular emphasis will be given to the integration of these five plan elements:

- The identification and support of pedestrian facilities near E&D developments that support access to transit, retail and other community needs and the siting of such facilities near existing transit, retail and other community needs;
- The integration of E&D housing into mixed use developments that includes public facilities or services which support trip mitigation or avoidance;
- Local support and mandates for the inclusion of pedestrian friendly support activities.
- State, regional and local support for the coordination and financing of transportation services and facilities that encourage transit use.
- The expanded support for E&D transportation within the local communities to provide for increased mobility options and access.

Through the integration of these elements along with the provision and expansion of elderly and disabled transportation services the tri-county area will be able to meet the mobility needs of this growing population.

Funding the Plan

Funding is a key element for the implementation of any plan. In order to realize full implementation, funding needs must be specifically identified and resources usually must come from a variety of sources. The financial plan is based on an assessment of both the capital and operational funding, including funding for support activities such as pedestrian improvements, travel training, and marketing needed to realize the goals detailed in the EDTP. Existing System Costs.



Approximately $43 million of operating funds will be spent to maintain the existing transportation network for seniors and the disabled in 2002. The current system provides approximately 10 million rides per year. (This number includes the OMAP program, which provides Medicaid, and Oregon Health Plan funded rides to all those who are eligible.)

Without any significant increase in services, the operating cost of the existing elderly and disabled transportation system is expected to increase to $68 million by the year 2010.

The pie chart below outlines the operating revenue sources for the existing program. As can be seen from the pie chart, in fiscal year 2002, the four public transit providers in tri-county area will account for 70% of the costs of the entire elderly and disabled transportation system and the State's Oregon Medical Assistance Program (OMAP) will account for nearly 22% of the system costs, the Oregon State Special Transportation Funds will account for about 7% and private and volunteer donations total just under 1% of the total costs

This is significant because existing resources and those resources that can reasonably be expected in the future for elderly and disabled transportation services, are likely to cover **only** the growth of these targeted populations. No substantive improvement in service or expansion of areas or populations served will occur within existing resources.

Funding Gap

The funding gap for the operational needs of the preferred strategy in 2002 is approximately $10.5 million. This would grow to approximately $17 million in 2010. The funding gap for the capital needs of the preferred strategy in 2002 is approximately $2.5 million in 2002 growing to $4.1 million in 2010.

The four service areas of the region used in the plan have the following associated funding gaps for operating The study did not specifically analyze the distribution of capital costs by area but it is reasonable to assume that the capital funding gap is roughly proportional to the operating funding gap:

Area	***Operating Gap (millions)***
Urban Areas (inside the UGB)	**$4.5**
Large Communities (Canby, Molalla, Estacada, Sandy)	**$1.8**
Small Communities	**$1.5**
Rural Areas	**$2.3**
Regional Marketing/Training	**$0.4**
Total	**$10.5**

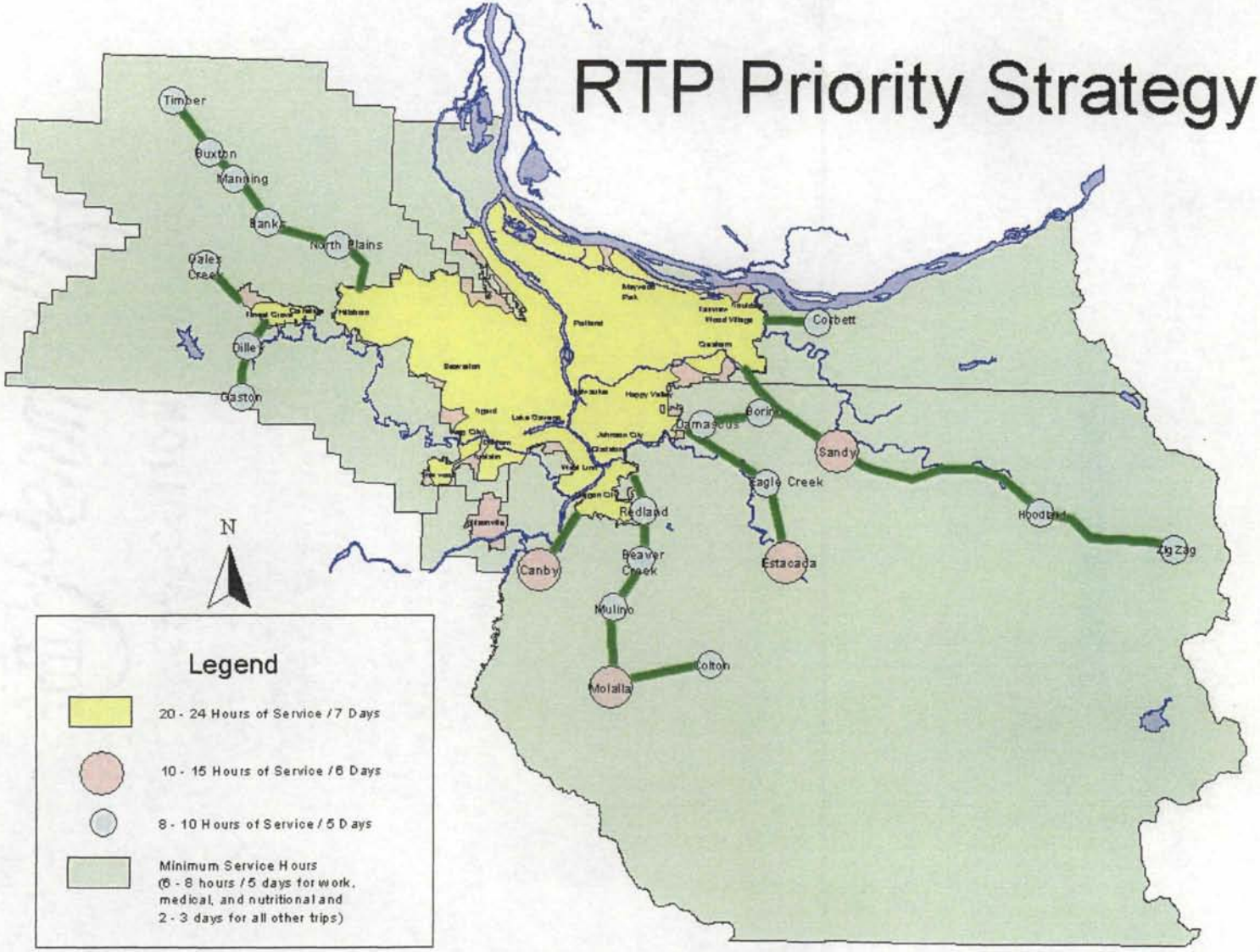
Over 1.8 million new trips are estimated for the urban and large community areas where in addition to new service, marketing, and training can assist the elderly and disabled in accessing the most cost-effective option given their ability.

Funding Strategy

The Executive and Steering committees examined a range of options for securing the funding needed to fully implement the recommended service delivery strategy. While the committee did not make a recommendation as to specific new revenue sources to be pursued, they did recommend that efforts to secure additional funds should be ongoing. The group recommended:

- **Explore Opportunities for Regional Funding Allocations:** The committee recommends that efforts be made to seek funding for targeted improvements in the system from regional sources and through cooperative agreements.
- **Support Efforts to Increase Overall Transportation Funding:** The committee supports efforts to find adequate, stable funding for the maintenance, preservation and modernization of the road system and capital and operating funding for the transit system.
- **Support Efforts to Secure Federal Funding:** The committee supports efforts to secure federal funding for both large and small-scale improvements to the transit system throughout the tri-county area.
- **Additional Authorities:** Pending the outcome of the proposed statewide elderly and disabled transportation study, the committee recommends exploring opportunities for new state revenues.

RTP Priority Strategy



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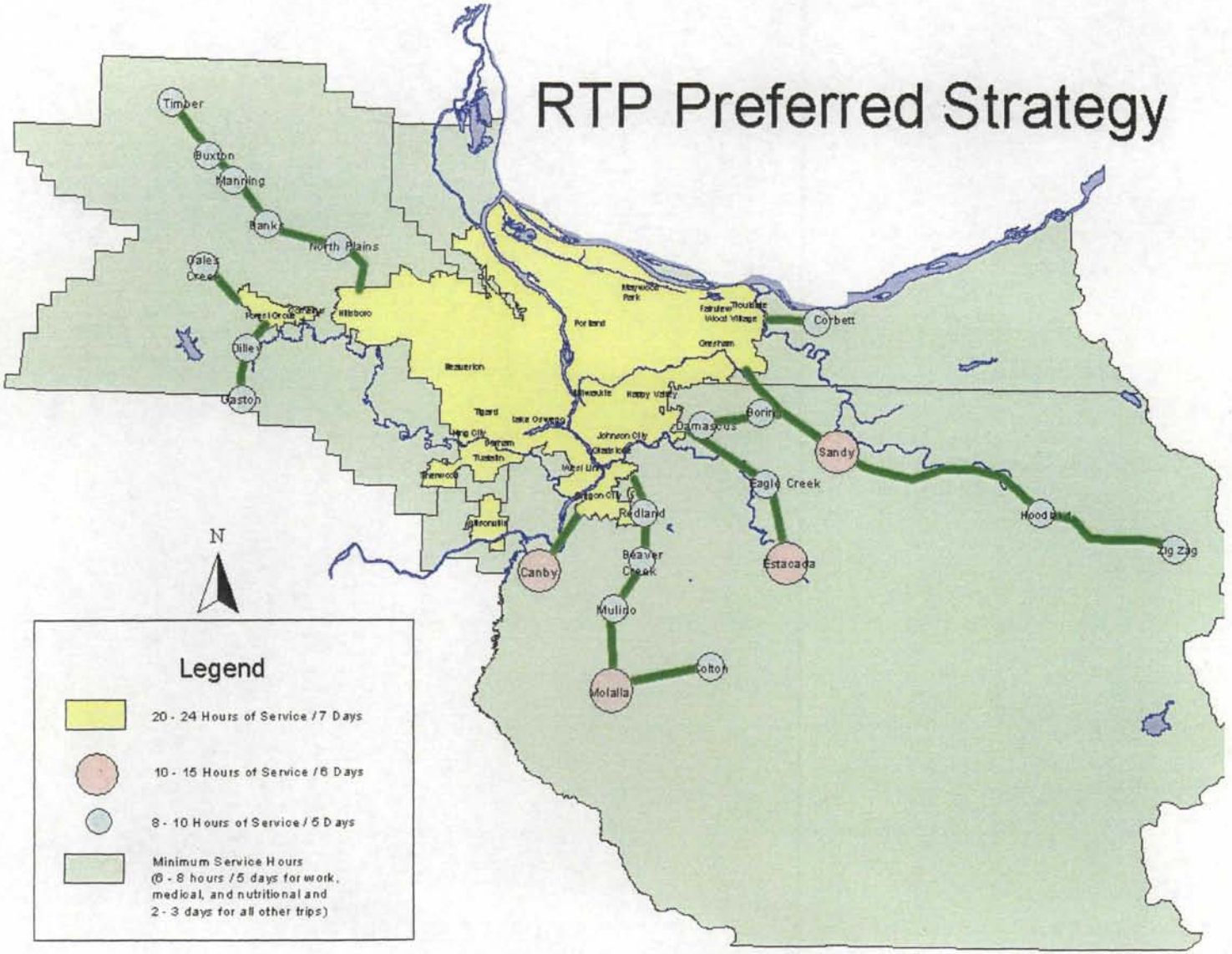
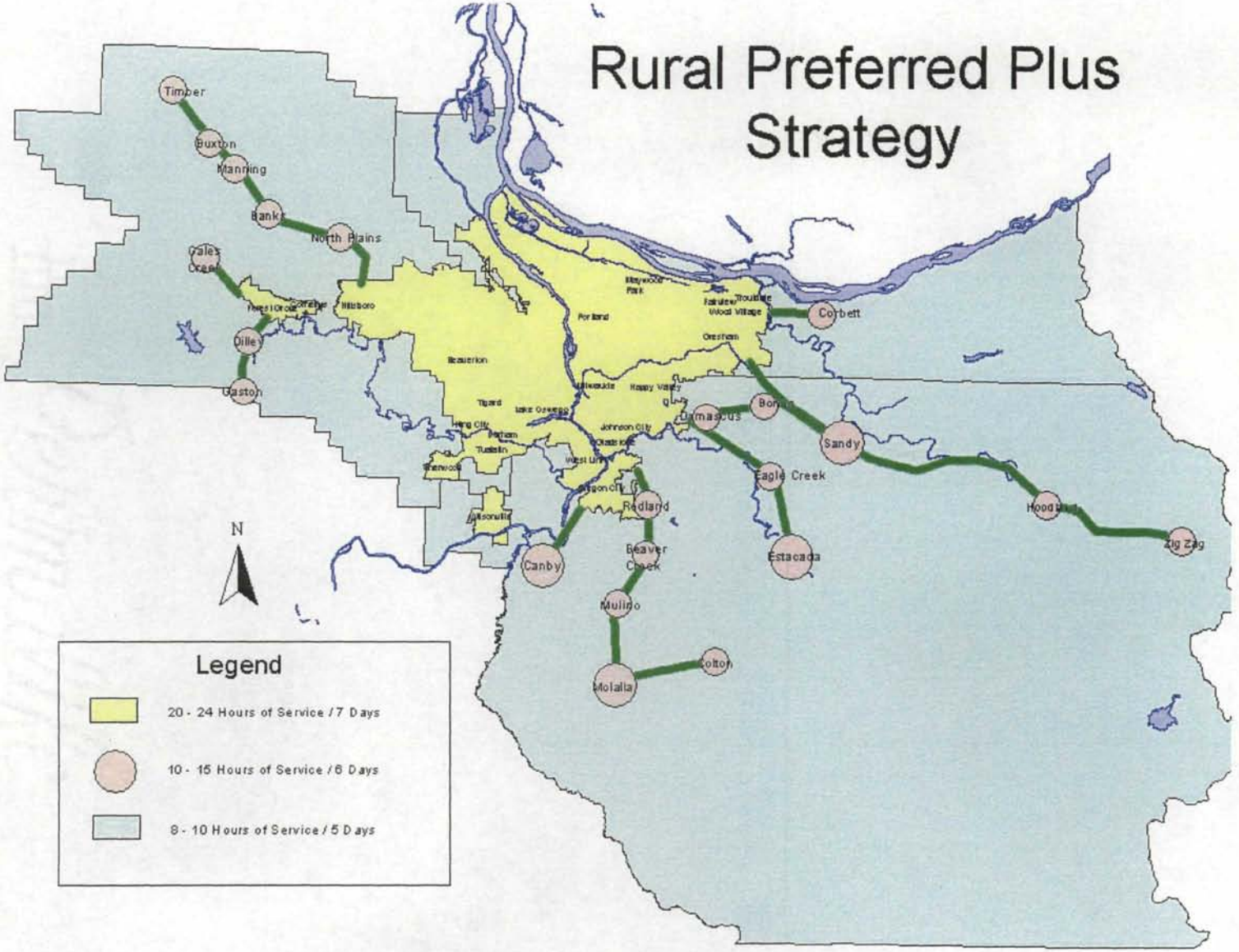

RTP Preferred Strategy
Timber
Buxton
Manning
Banks
North Plains
Gales Creek
Forest Grove
Cornelius
Hillsboro
Dilley
Gaston
Beaverton
Tigard
Lake Oswego
Portland
Maywood Park
Fairview
Troutdale
Wood Village
Gresham
Milwaukie
Happy Valley
Johnson City
Gladstone
West Linn
Oregon City
Damascus
Boring
Sandy
Eagle Creek
Redland
Canby
Beaver Creek
Molalla
Colton
Estacada
Hood River
Zig Zag
N
Legend
20 - 24 Hours of Service / 7 Days
10 - 15 Hours of Service / 6 Days
8 - 10 Hours of Service / 5 Days
Minimum Service Hours
(6 - 8 hours / 5 days for work, medical, and nutritional and 2 - 3 days for all other trips)

Rural Preferred Plus Strategy



SOUTH CORRIDOR SDEIS ALTERNATIVES

STAFF RECOMMENDATIONS TO POLICY GROUP JUNE 5th REVISION

I. MODE RECOMMENDATION

Recommendation for June 5th Policy Group Meeting:

A. Carry the following alternatives forward into the SDEIS:

- *Baseline (formerly known as No-Build)*
- *BRT*
- *Busway*
- *Light Rail to Milwaukie*
- *Add Light Rail from Gateway to Clackamas Town Center via I-205*

B. May 7th Policy Group action:

The HOV lane alternative was eliminated from further consideration by the Policy Group at their May 7th meeting.

C. At the conclusion of the SDEIS, select a single mode, or combination of modes as the Locally Preferred Alternative (LPA) based on technical and financial data and public input.

II. RECOMMENDATION FOR DEFINITION OF ALTERNATIVES IN CORRIDOR SEGMENTS

A. BRT ALTERNATIVE

- Carry the BRT Alternative through all segments of the Corridor, **except I-205**, as currently defined. Assessing the performance and impacts of the BRT alternative will help determine if BRT should be utilized in specific segments of other alternatives.

- BRT is the sole alternative in the Milwaukie to Oregon City segment and therefore is included in that segment of the Corridor as part of all other alternatives.

- May 7th Policy Group action: Policy Group advanced BRT into the SDEIS for the segment from Milwaukie to Oregon City.

C. MILWAUKIE LIGHT RAIL ALTERNATIVE

C1 *Terminus*

Recommendation for June 5th Policy Group meeting:

- *Milwaukie will review a wide range of terminus, park and ride and transit center options with their citizens. Milwaukie will recommend options to be studied in the SDEIS at the conclusion of their public process.*

C2 *Brooklyn Segment*

- Carry both the 17th Avenue alignment and the alignment to the west of the UPRR into the SDEIS.

C3 *Tacoma to Milwaukie Segment*

Recommendation for June 5th Policy Group meeting:

(Same as Option C1):

- *Milwaukie will review a wide range of terminus, park and ride and transit center options with their citizens. Milwaukie will recommend options to be studied in the SDEIS at the conclusion of their public process.*

C4 *Highway 224, Milwaukie TC to Lake Road*

Recommendations for June 5th Policy Group Meeting:

- *Eliminate elevated Busway from further consideration.*
- *Defer consideration of the below-grade and at-grade Busway designs until community review of the analysis can occur.*
- *Carry BRT forward in this section if below-grade and at-grade Busway options are not feasible.*

C5 *Harmony Road, Lake to 80th Avenue*

- Carry Busway forward into the SDEIS in this segment as part of the Light Rail alternative.

C6 *80th Avenue to New Hope Park and Ride*

- Carry 80th Avenue busway and Monterey bus lane forward into the SDEIS as part of the Light Rail alternative.

C7 *Milwaukie to Oregon City*

- Policy Group action on May 7th:
  Carry BRT forward into the SDEIS between Milwaukie and Oregon City as part of the Busway alternative

South Corridor Study
JPACT Briefing
June 14, 2001

SDEIS Alternatives Adopted by Policy Group on June 5, 2001

Portland to Milwaukie Segment:	Milwaukie to Oregon City Segment:
• Baseline • Bus Rapid Transit • Busway • Light Rail	• Baseline • Bus Rapid Transit
Milwaukie to Clackamas Regional Center Segment:	**I-205 Segment (Clackamas RC to Gateway):**
• Baseline • Bus Rapid Transit • Busway • ~~Light Rail~~	• Baseline • Light Rail

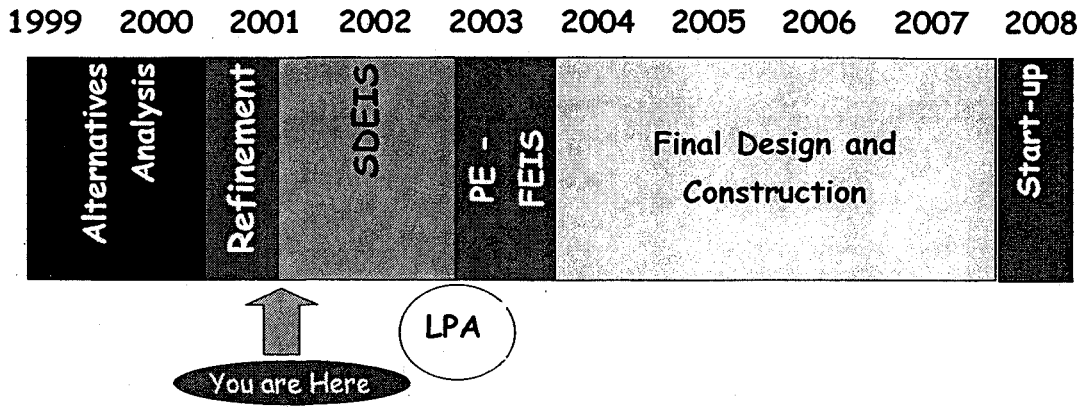
Continuing Analysis

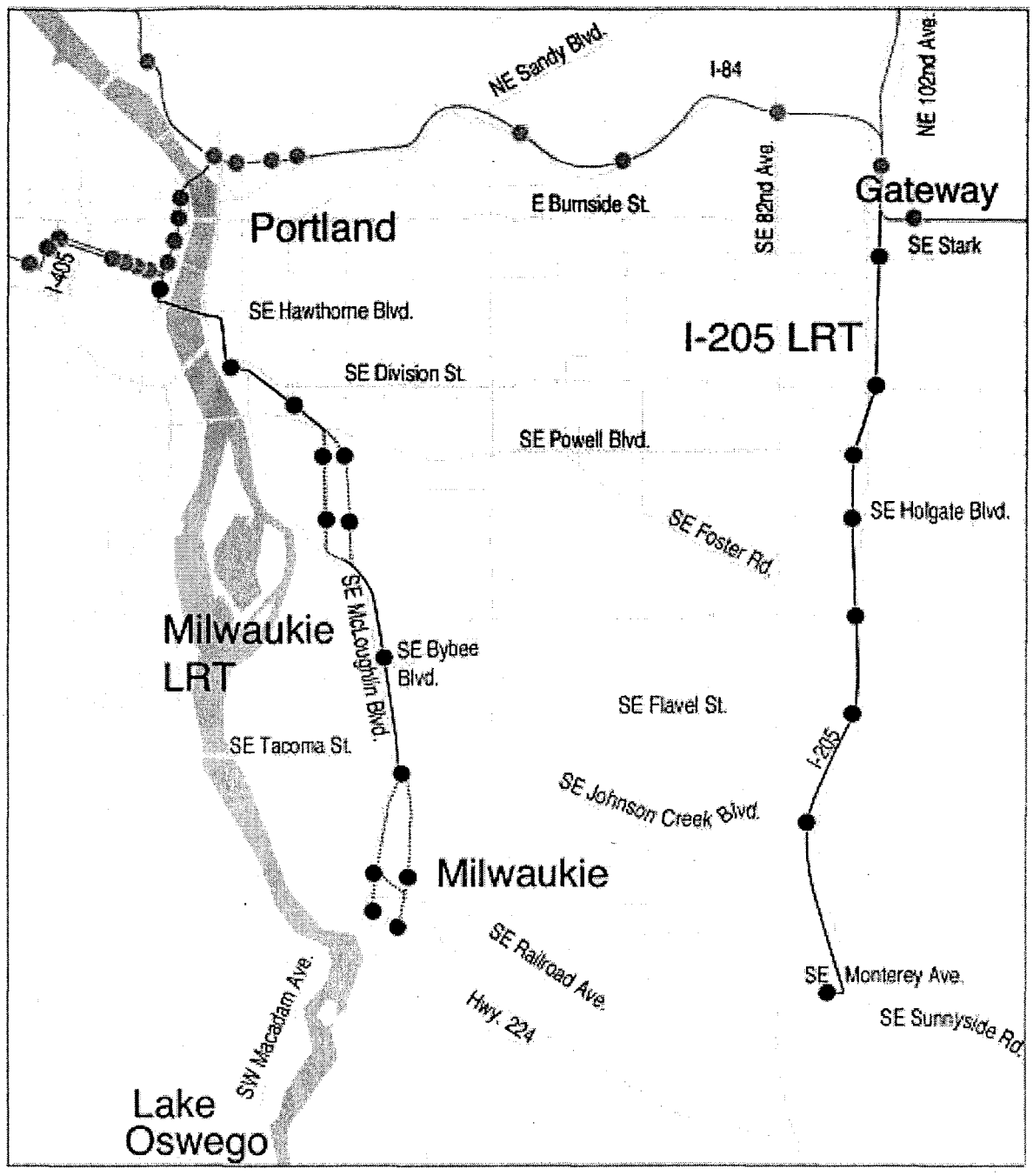
- Hawthorne Bridge Busway operations evaluation
- Milwaukie/Hwy 224 Busway
- Milwaukie Transit Center, Park and Ride and Terminus

Next Steps

- Policy Group to meet again on August 6th
  - Recommendation from Milwaukie regarding Transit Center, Park and Ride and Terminus options
  - Recommendation for I-205 termini
  - Milwaukie Hwy 224 Busway recommendation
- Complete procurement of consultants
- Complete Conceptual Engineering
- Begin Environmental and Transportation Analysis

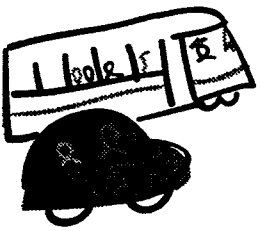
Project Schedule





South Corridor Light Rail Alternative

Help make our transportation dollars count



Public comment June 12-July 11, 2001

Priorities 2002 Metropolitan Transportation Improvement Program project ranking

Public comment will be taken on the Metropolitan Transportation Improvement Program (MTIP) project ranking from June 12 through July 11, 2001. In addition, an open house on June 18 will provide an opportunity for you to review materials and make public comments on the rankings. See details to the right.

With only $38 million available to fund Portland metropolitan region transportation projects in 2002-2005, your ideas on how to prioritize projects are important.

At the June 18 meeting, you also will have an opportunity to review preliminary rankings of major regional transportation corridors. The Corridor Initiatives Study will have information about 18 corridors identified in the Regional Transportation Plan as having the greatest need for future improvements.

For questions or packets, call Metro at (503) 797-1839.

METRO

Public meeting
Monday, June 18

6 to 9 p.m.
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232.

Comments also will be taken by:

- mail at the return address
- fax (503) 797-1930
- e-mail to trans@metro.dst.or.us
- transportation hotline (503) 797-1900 option 3

Project list and packet
For a project list and information packet, leave a message on the hotline or send an e-mail.

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

METRO
Metro
Planning Department
600 NE Grand Ave.
Portland OR 97232

Notice of MTIP public comment options June 12-July 11, 2001

PRIORITIES 2002 MTIP UPDATE
PUBLIC COMMENT PACKET

Public Comment Period June 12 to July 11, 2001

Open House June 18, 2001

METRO

061401jpact-7a

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

METRO

June 12, 2001

Dear interested citizen,

Enclosed is information to assist you in preparing comments for the Priorities 2002 MTIP public comment period, June 12 through July 11, 2001. You may want to make comments in person at the meeting on Monday, June 18, from 6 to 9 pm at Metro. See the attached public comment notice for various ways to make comments.

The public comment period is being held to solicit comments on the Metropolitan Transportation Improvement Program (MTIP) project ranking. A preliminary technical ranking of the nominated projects is included in this packet. The draft rankings will be reviewed by the MTIP subcommittee on June 13, 2001. Any changes in the project rankings will be distributed at the June 18 comment meeting and posted on Metro's web site at www.metro-region.org. If you want a copy of the changes, call the transportation hotline, (503) 797-1900, option 3. Projects selected for the final Priorities 2002 program will be scheduled for construction in fiscal years 2004 and 2005.

This packet includes the following information:

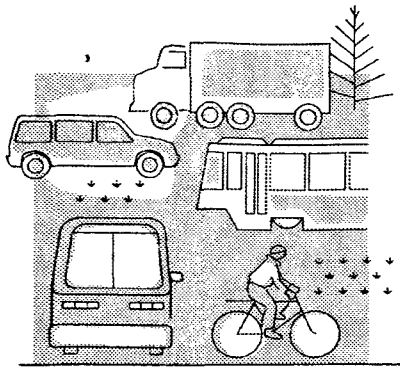
- Fact sheet on the Priorities 2002 MTIP process
- Public meeting notice with key questions for public comment
- Project descriptions
- Project selection process chart
- Project rankings (preliminary draft)

For additional background information, see Metro's transportation web site at www.metro-region.org.

If you have any questions or would like additional information, please call Marilyn Matteson at (503) 797-1745.

Sincerely,

Mike Hoglund
Regional Planning Director



Metropolitan Transportation Improvement Program

Implementing the regional transportation plan 2001

What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water. The plan also sets policy for funding priorities through the MTIP.

METRO
Regional Services
Creating livable communities

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.

www.metro-region.org

Priorities 2002

Metropolitan Transportation Improvement Program to be reviewed this spring and summer

What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is a funding allocation tool used by Metro and Oregon Department of Transportation. (Metro's program is called the MTIP; the state's is called the STIP.) The TIP tracks the allocation and expenditure of federal and state transportation funds to projects identified in the Regional Transportation Plan (RTP). The TIP also schedules phases of work needed to complete a project and identifies when funding will be available.

Why and how are funds allocated?

The need for transportation improvements greatly exceeds the available funding. Because the cost of all projects approved in the RTP exceeds available funds at any one time, Metro oversees a project nomination, ranking and selection process as new funds become available. The Joint Policy Advisory Committee on Transportation and the Metro Council, local jurisdictions and the public approved a project nomination and ranking process to select projects for funding in the MTIP.

How is the MTIP project package updated?

On Jan. 25, 2001 the Metro Council approved the process for selecting and ranking a package of MTIP projects for fiscal years 2002-2005. Given limited resources, it was determined that the starting point would be projects left from the last allocation process. This is called the "base package." Each eligible project sponsor could submit up to five new projects not to exceed $2 million. Each sponsor could also substitute a new project or projects for any on the base package list. The cost of substituted projects could not exceed the cost of the removed projects by more than 10 percent.

Projects were submitted (by the closing date of April 2) on behalf of eligible sponsors by Metro, Tri-Met, Department of Environmental Quality, ODOT, city of Portland, Port of Portland, Clackamas, Multnomah and Washington counties and their cities, and recreation districts. Any new projects would have to have been taken from the Financially Constrained System of the 2000 RTP or would have to have been the result of a recently completed planning activity, such as the Gateway Regional Center Plan. Projects added to the base package must meet Metro's requirements for public involvement.

How will projects be ranked?

Projects proposed in the Priorities 2002 MTIP update will be ranked based on technical evaluation of how well they meet regional goals for each type of travel. JPACT and the Metro Council will also consider such non-technical factors as whether there is a past regional commitment to a project or whether significant local matching funds are being offered. Information on the proposed project package is now available. You can request the material by calling (503) 797-1900 option 3 or (503) 797-1757. Or visit www.metro-region.org.

How much money is available for projects?

Approximately $38 million of "regional flexible funds" are available to fund new transportation projects in our region in 2004 and 2005. Of that amount, about half are Congestion Mitigation/Air Quality funds limited to projects that improve air quality. The other half are STP funds available to all projects. ODOT has already allocated approximately $160 million to fund specific highway, bridge and freeway projects.

Schedule for updating the MTIP

The MTIP 2002-2005 project package will be selected and reviewed through spring and summer as follows:

April	Release pre-ranked list of projects
Late May	Complete/release draft technical ranking of project list;
	TPAC reviews technical rankings
June	Open house for public review; status report to JPACT
July/August	Review rankings, public comments and administrative criteria;
	develop recommendations on modal mix
August	TPAC recommendation to JPACT and Council on final MTIP
September	Proposed public hearings and tentative action by JPACT and
	Metro Council
Fall	JPACT/Metro Council final adoption and air quality conformity

What is the main goal of the MTIP?

Implementing the Region 2040 land-use goals and the Regional Transportation Plan is the primary goal of the MTIP.

How are projects selected?

JPACT and the Metro Council will select a "package" of projects for funding that support many forms of travel and regional land-use objectives, consistent with priorities described in the Regional Transportation Plan. Priority will be given to a package of projects that will help provide geographic funding balance, enhance stability, and meet air quality standards. The projects will also need to address new federal environmental justice plicies to ensure all members of the public benefit from federally funded projects.

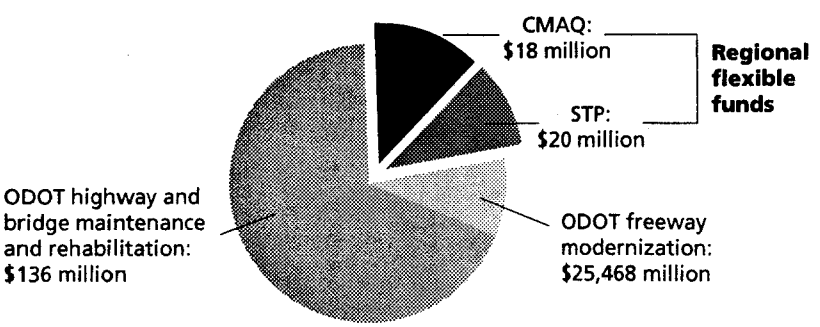
How can I learn more about the nominated projects and rankings?

To request information, leave a message on the transportation hotline (503) 797-1900 option 3 or send e-mail to trans@metro.dst.or.us TDD (503) 797-1804.

A final list of project nominees will be posted on the web site at www.metro.region.org. To speak with a staff member, call (503) 797-1757. The hearing impaired can call TDD (503) 797-1804.

Priorities 2002 MTIP Update/ 2040 Implementation Program

ODOT vs. regional flexible funding



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Priorities 2002 MTIP public comment notice

When is the Priorities 2002 public comment meeting?

An open house will be held from 6 to 9 p.m. on Monday, June 18 at Metro. There will be project materials to review in the Council Chamber and areas for public comment.

What is the meeting format?

The meeting is an open house. Come in between 6 and 9 p.m. to review project materials, ask questions of staff and leave comment cards at the meeting. You can sign up for a specific time to make brief oral comments (five minutes) before Metro councilors and members of the Joint Policy Advisory Committee on Transportation.

What are key questions for public comment?

1. Of the transportation projects under consideration for funding, which do you think are most important?
2. Do you think that regional funds should begin to fund freeway improvements (work formerly paid for by the Oregon Department of Transportation)?
3. Does the recommended technical ranking seem reasonable? If not, why not?
4. Are there other project considerations that would interest decision makers?
5. Do you have recommendations for the modal mix (freeways, roads, buses, bike lanes, sidewalks, etc.) of projects that should be included in the final package?

When and how are comments being accepted?

Public comments are being taken from June 12 through July 11, 2001. You can submit your comments by any of the following methods:

- in person – at the June 18 open house (orally or in writing)
- mail – send to Priorities 2002, Metro Planning Department, 600 NE Grand Avenue, Portland, OR 97232
- e-mail – trans@metro.dst.or.us
- phone – transportation hotline (503) 797-1900, option 3
- fax – (503) 797-1911

Will there be other opportunities for comment?

The Metro Council will hold a public hearing in September (tentative) prior to adoption of the final program. Advertisements will be placed in local and regional newspapers. Call Metro's transportation hotline in August to confirm the date and time of the hearing.

Who are the decision makers?

Transportation funding decisions require the approval of the Joint Policy Advisory Committee on Transportation (JPACT*) and the Metro Council**. Decisions also require the concurrence of the Oregon Transportation Commission.

*JPACT is a 17-member committee of local elected officials and representatives of local, regional and state agencies.

**The Metro Council consists of seven members elected by districts in the region.

Available revenue

Priorities 2002 MTIP Update/ 2040 Implementation Program project selection process

EVALUATION → SELECTION

STEP 1: Receive project application

From state, regional and local jurisdictions, including park and recreation districts

STEP 2: Apply threshhold criteria

Meet street design guidelines

Consistent with RTP functional classification maps

Included in 2000 RTP financially constrained system

Cost of candidate projects is limited to target amounts established by Metro.

STEP 3: Calculate technical score

Mode	Goal: support 2040	Goal: highly effective	Goal: very cost effective	Goal: enhance system safety
Road Mod	**Support 2040:** 1. Increased access and circulation to prioirity land uses (20) 2. Serves increased mix use density (20)	**Reduce congestion:** Reduce volume to capacity ratio (25)	**Mobility at reasonable cost:** Cost per vehicle hours of delay reduced (15)	**Safety:** Improve high accident locations (20)
Reconstruction		**Upgrade to urban standard; provide longterm maintenance:** Maintain "fair" pavement condition (25)	**Mobility at reasonable cost:** Cost per vehicle miles traveled reduced (15)	**Safety:** Improve high accident locations (20)
Blvd. Design		**Slow vehivle speed; enhance alternative moda access:** Encourage retrofit of blvd. street design (25)	**Implement blvd. design elements for least cost:** Benefit points / cost per mile (15)	**Safety:** Slow vehicles and enhance streetscape to improve safety of non-auto modes. (20)
Pedestrian		**Increase walk trips, reduce auto trips:** Generate new walk trips (25)	**Mobility at reasonable cost:** Cost per vehicle miles traveled (15)	**Safety:** Reduce pedestrian hazards (20)
Bicycle		**Ridership:** generate new ridership (25)	**Mobility at reasonable cost:** Cost per induced transit rider (15)	**Safety:** Reduce bike hazards, especially near schools (20)
TOD		**Increase non-auto mode share:** Increase non-single occupancy vehicle trips (25)	**Reduce vehicle miles traveled at reasonable cost:** Cost per vehicle miles of travel reduced (15)	**Increase density:** Increase mixed use density (20)
Transit		**Increase modal share:** Increase transit trips, compare "core vs. "emerging" systems (35)	**Increase ridership at reasonable cost:** Cost per new patron (25)	
TDM		**Increase modal share:** Decrease single occupancy vehicle mode share (35)	**Reduce vehicle miles traveled at reasonable cost:** Cost per vehicle miles of travel reduced (25)	
Freight	**Support 2040:** 1. Increase access to and circulation within industrial areas (20) 2. Increase of industrial jobs or high focus on "traded sector" businesses (20)	**Reduce delay of freight and goods movement:** Truck hours of delay eliminated (25)	**Mobility at reasonable cost:** Cost per truck hours of delay reduced (15)	**Safety:** Reduce road/rail conflict and truck conflict with bike (20)

Rank projects by technical score

Each project is eligible for up to 100 points. The highest scoring project will receive the number one ranking in its respective mode.

Project scores are not compared across modes. For example, a bike project with a score of 89 is not necessarily superior to a freight project that scores only 84.

Note: possible points are indicated in circles

STEP 4: Consider administrative criteria

Is the candidate project the minimum logical phase?

Is the project linked to another high priority project?

Is there local or private over-match?

Is there past regional committment?

Does the project include significnat multi-modal benefits?

Is there an affordable housing connection?

Does the project assist recovery of endangered fish species?

What other factors are not reflected by the technical criteria?

STEP 5: Adopt funding recommendation

Draft funding recommendation for public hearing and consideration by JPACT and the Metro Council

Allocation criteria

Multi-modal project mix

Geographic equity

Support 2040 objectives

Meets air quality test

Type of funding available

STP
CMAQ
State modernization
(Final project selection must recognize that some fund types cannot be used to build new travel lanes.)

LIST OF ACRONYMS FOR TRANSPORTATION PROJECTS

CAC	Citizen advisory committee
DBD	Central business district
DEIS	Draft environmental impact statement
DEQ	(Oregon) Department of Environmental Quality
DLCD	(Oregon) Department of Land Conservation and Development
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HCT	High-capacity transit
LCDC	Land Conservation and Development Commission
LRT	Light rail transit
LRV	Light rail vehicle
MAX	Metropolitan Area Express (name for Metro region light rail system)
MUI	Mixed-use index
ODOT	Oregon Department of Transportation
PE	Preliminary engineering
ROW	Right-of-way
SDEIS	Supplemental draft environmental impact statement
TIP	Transportation Improvement Program
TMA	Transportation management association
TOD	Transit-Oriented Development
TPR	Transportation planning rule
Tri-Met	Tri-County Metropolitan Transportation District of Oregon
UGB	Urban growth boundary
VHT	Vehicle hours traveled
VHD	Vehicle hours of delay
VMT	Vehicle miles traveled

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

May 23, 2001

METRO

Code Key: (e.g., CBL1 = Clackamas County Boulevard Project #1)

C = Clackamas County
M = Multnomah County
P = City of Portland
R = Regional
W = Washington County

B = Bike
BL = Boulevard
F = Freight
M = Road Modernization
P = Pedestrian
PLNG = Planning
TDM = Transportation Demand Management
TOD = Transit Oriented Development
TR = Transit

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Bike Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CB1 Metro	**E. Bank Trail/Springwater Trail Connector** Metro/City of Portland, City of Milwaukie joint application to link the E. Bank Trail to the Springwater Trail by construction of a traffic signal at Ochoco/17th Ave., off-street trail segments and bike/pedestrian bridge crossings of Johnson Creek, McLoughlin and UPRR tracks.	$3,940,000
CB2 Oregon City	**Washington St. Boulevard Project PE: 12th/16th** Design and construction funding, with local 36 percent match, to restripe 1,300 feet of a four-lane Community Street/Transit-Mixed Use Corridor to two lanes, with turn protection and two new signals at 14th and 15th Streets. Also implements bike, transit and pedestrian amenities.	$750,000
MB1 Gresham	**Gresham-Fairview Trail** Funding to construct the Gresham/Fairview bike/ped path, to match $640,838 of City funds for design and construction, and $224,000 of regionally allocated federal right of way funds.	$852,000
MB2 Multnomah County	**Morrison Bridge Bicycle/Pedestrian Facility** Construction funds for a multi-use pathway across Morrison Bridge, to supplement $200,000 of federal/local PE funds already awarded the project.	$1,500,000
WB1 THPRD	**Fanno Creek Trail, Phase 2** Funds to construct extension of the Fanno Creek Trail from Denney to Allen/Scholls Ferry Road.	$888,030
	Subtotal	**$7,930,030**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Pedestrian Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CP1 Clackamas County	**Jennings Ave.: 99E/Portland Ave Ped Access** Half street improvement to provide ped/bike access to 99E transit corridor.	$350,000
CP2 Oregon City	**Molalla Ave. Boulevard Project – Willamette/Pearl & Mountain View/Holmes** Construction funds for Boulevard treatment of Molalla Ave: restripe to two lanes w/turn protection from Division to Hwy. 213; provide street amenities along two four-block segments in downtown Oregon City.	$500,000
MP1 Troutdale	**257th Ave. Pedestrian Improvements** Funding to design and construct pedestrian improvement of 257th, a Major Arterial and Transit/Mixed Use Corridor.	$1,300,000
RP1 Tri-Met	**FY04/05 Regional Pedestrian Access to Transit Program** Regional program to infill sidewalks and pedestrian amenities along high quality transit routes throughout the region.	$2,000,000
WP1 Washington County	**Park Way Sidewalk Project: SW Marlow Ave./ SW Parkwood Dr.** Construct approximately 2,000 linear feet of sidewalks linking Sunset Transit Center and other pedestrian attractors to surrounding mulit- and single-family housing within the Sunset Station Community.	$235,000
WP2 Washington County	**198th Avenue Sidewalk: TV Highway/SW Trelane St.** Design, acquire and construct half-street sidewalk/bikelane improvements along 850 ft. of 198th to provide bike/ped access to transit and mixed use commercial district.	$170,000
WP3 Washington County	**Butner Rd. Sidewalk Project – SW Marlow Avenue/ SW Wood Way** Design, acquire and construct half-street sidewalk/bikelane improvements along 900 ft. of Butner Rd. to provide bike/ped access to Sunset Transit Center pedestrian skybridge.	$180,000
WP4 Washington County	**Johnson St. – South Side – Sidewalk Project – SW 185th Ave./SW 178th Ave.** Design, acquire and construct 375 ft. of half-street sidewalk/bikelane infill improvements along 1,600 ft. of the NORTH side of Johnson St., located in the Aloha Town Center, to provide bike/ped access to 185th Ave transit amenities.	$96,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Pedestrian Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
WP5 Washington County	**Johnson St. – North Side – Sidewalk Project – SW 185th Ave./SW 178th Ave.** Design, acquire and construct 560 ft. of half-street sidewalk/bikelane infill-improvements along 1,600 ft. of the SOUTH side of Johnson St., located in the Aloha Town Center to provide bike/ped access to 185th Ave transit amenities.	$115,000
WP6 Washington County	**Murray Blvd Sidewalk Project: Farmington Rd./675 ft** Design, acquire and construct 675 ft. of 6 foot-wide sidewalks and street lighting on west side of Murray, north of Farmington Rd. to improve pedestrian transit access.	$119,000
WP7 City of Forest Grove	**Forest Grove Town Center Pedestrian Improvements** Funding to design and construct pedestrian amenities in a six-block area of the Forest Grove downtown bounded by 21st, 19th, "B" St. and Council St./College Way.	$400,000
	Subtotal	**$5,465,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Boulevard Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CBL1 Milwaukie	**McLoughlin Blvd: Scott/Adam (Milw. CBD) Blvd. Project – Phase 2** Construction funds for Boulevard treatment along 1,700 lineal feet of McLoughlin through the Milwaukie CBD, to supplement $2.0 million previously allocated to the project.	$100,000
CBL2 Lake Oswego	**Boones Ferry Rd Boulevard Project: Madrone/Kruse Way Blvd. Project** Widen Boones Ferry from 48' to approx. 66' and provide non-auto amenities.	$2,500,000
CBL3 Oregon City	**McLoughlin Boulevard Project PE: I-205/Railroad Tunnel** Regional preliminary engineering funds to design Boulevard treatment of McLoughlin/99E as a riverfront promenade through downtown Oregon City.	$625,000
MBL1 Gresham	**Division St. Boulevard, Phase 2: Main/Cleveland** Design, acquire, and construct a half mile second phase extension of the Division St. Boulevard project from Main St. to Cleveland, linking the Gresham Civic Neighborhood district to Downtown Gresham.	$989,000
MBL2 Gresham	**Stark St. Boulevard Project: 190th/197th** Design, acquire, and construct a seven block, second phase extension of the Stark St. Boulevard project, from 190th to 197th, including the 190th/Stark/Burnside/Light rail intersection in the Rockwood Station Community.	$800,000
PBL1 City of Portland	**102nd Ave Boulevard Project: Hancock/Main** Funds to design boulevard treatment of 102nd Ave. for a length of approximately 1.3 miles in the Gateway Regional Center district, including Gateway Transit Center, and provision of parallel bike facilities on 99th.	$700,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Boulevard Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
WBL1 Washington County	**Cornell Rd. Boulevard Project – Murray Blvd./Saltzman Rd.** Regional funding to add Boulevard design elements to locally funded widening project through Cedar Mill Town Center (regional funds are 49 percent of total project cost).	$3,500,000
WBL2 Cornelius	**(Cornelius) Main Street Blvd Project: 10th/20th** Additional funding to help complete planned improvement of Main Street Boulevard improvements in Cornelius.	$500,000
	Subtotal	**$9,614,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Road Modernization Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CM1 Clackamas County	**Clackamas ITS Program Phase 2** Implementation funds for signal equipment and timing plans for corridors to be determined by funded ITS Master Plan.	$500,000
CM2 Clackamas County	**Sunnyside Rd. PE – 122nd/132nd** Request for 63 percent of funds for Final Design of four-lane widening from terminus of current I-205/122nd widening project.	$625,000
CM3 Clackamas County/ Milwaukie	**Harmony/Linwood/Railroad Intersection** Final design funding for intersection improvement and grade separated rail crossing; design improvements to accommodate future High Capacity Transit alignment through Milwaukie.	$750,000
CM4	**Recoded to CR1.**	
CM5 Wilsonville	**Boeckman Rd. Extension (Dammasch Urban Village): 95th Ave./Graham's Ferry Rd.** Regional preliminary engineering funds (supplements $12.5 million of local/private right of way and construction dollars) to extend Boeckman Rd. from present terminus at 95th, west of I-5, across wetlands to a junction with Graham's Ferry Rd. The project would access the planned Dammasch Urban Village development.	$1,000,000
CM6 Clackamas County/ Happy Valley	**Sunrise Corridor Phase 1 PE: I-205/Rock Creek Jnct.** Funding through Final Design for first phase of Sunrise Corridor limited access improvement of 212/224 Corridor from I-205 to Rock Creek Junction.	$4,000,000
MM1 Gresham	**Gresham/Mult. Co. ITS Program, Phase 3B** Implement additional phase of Gresham/Mult. Co. ITS Master Plan to provide traffic adaptive signal timing of the 181st and Burnside corridors, including one-time costs needed for adoption of adaptive signal timing technology in comparable corridors throughout the region.	$1,000,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Road Modernization Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
PM1 City of Portland	**SE Foster Rd. at SE 162nd Ave.** Request for 30 percent of funds, matched by other committed local/private/previously allocated regional dollars, needed to design, acquire and construct widening and realignment of Foster Rd. and 162nd Ave., install a signal, bike path and sidewalks, and provide culvert replacement at Kelley Creek.	$1,500,000
WM1 Washington County	**U.S. 26 Widening PE – Murray/Cornell** Preliminary Engineering to widen US 26 to three lanes in each direction from the Murray Blvd. Interchange to the Cornell Rd. Interchange.	$359,000
WM2 Washington County	**Cornell Rd. Corridor ITS Project – Cornell Rd.: Main/10th to County Line** Regional funding to supplement County funds (50/50 ratio) for improvement of corridor monitoring and signal operations.	$375,000
WM3 Washington County	**Cedar Hills Blvd./Barnes Rd. Intersection Improvement** Design, acquire and construct additional right/left/through lanes at this intersection, and provide significant mulit-modal amenities.	$1,980,000
WM4 City of Tigard	**SW Greenburg Rd.: Washington Square Dr./Tiedeman** Right of way and partial construction funding, (supplements previous regional design funds), to widen Greenburg Rd. from three to five lanes, modify one signal and signing, striping and transitional road segments between Tiedeman and Washington.	$774,000
WM5 City of Beaverton	**Murray Blvd.: Scholls Ferry Rd. to Barrows/Walnut** Design, right of way and construction funds to extend Murray Blvd. south as a four lane arterial from its present terminus just south of Old Scholls Ferry Rd., to a six lane terminus at the Scholls Ferry Rd./Walnut St. intersection (four through-lanes, two turn-lanes). Project would serve planned Murray/Scholls Town Center and extend street grid connection between Beaverton and Tigard.	$1,821,000
WM6 City of Tualatin	**I-5/Nyberg Interchange Widening** Right of Way and construction funds to widen Nyberg O'Xing of I-5 from two to four lanes, improve signal operations at the interchange, widen ramp structures in tandem with separate ODOT project and provide bike and ped facilities.	$3,507,270

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

WM7 City of Beaverton	**Farmington Rd.: Hocken Ave./Murray Blvd.** Right of way and construction funding, (supplements previously allocated regional design funds), to widen Farmington Rd. from three to five lanes, provide appropriate Boulevard amenities at the Farmington/Murray intersection per regional design guidelines, upgrade signals, address significant safety issues and integrate multimodal facilities at the Farmington/Murray intersection.	$8,210,000
WM8 Hillsboro	**SE 10th Left Turn Pocket: E. Main/SE Baseline** ROW ($.495M) and Construction ($.825M) funds to supplement previously allocated PE funds to build a left turn-lane on Main Street in Hillsboro to address queuing related to MAX operations and to enhance Station Area pedestrian amenities.	$1,380,000
	Subtotal	**$27,870,270**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Road Reconstruction Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CR1 Milwaukie/ Portland	**Johnson Creek Blvd. – 36th to 45th, Phase 3** Construction funds (supplements $1.364 million of previously committed federal/local funds) to complete the third, final phase of a multi-modal retrofit of Johnson Creek Blvd. through Milwaukie. The entire project accommodates multiple travel modes in a highly constrained corridor and provides storm-water retention/treatment facilities adjacent to lower reaches of Johnson Creek.	$800,000
PR1 City of Portland	**NW 23rd: W Burnside St./NW Lovejoy St.** Design and construction funds to reconstruct a 10-block segment of NW 23rd Ave., including upgrade to ADA standards and renovation of stormwater systems.	$1,300,000
PR2 City of Portland	**SE 42nd Ave. - SE 52nd Ave. (Portland) Section of SE Holgate Blvd.** Design and construction funds to reconstruct an 11-block segment of SE Holgate Blvd., including upgrade to ADA standards and renovation of stormwater systems.	$1,100,000
PR3 City of Portland	**Naito Parkway: NW Davis/SW Market St.** Construction funding to supplement previously allocated regional funds for reconstruction of Naito Parkway, with two onstreet bikelanes.	$1,500,000
	Subtotal	**$4,700,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Freight Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
MF1 Multnomah County	**223rd Ave. Railroad Overcrossing** Right of Way funds, for widening of the railroad bridge crossing of 223rd, that would supplement previously awarded federal PE funds.	$149,000
PF1 Port/ Portland/ ODOT	**Columbia/Killingsworth East End Connector** Thirty-three percent of design funds, to augment Port overmatch, for new, $34 million, grade-separated Columbia/Killingsworth intersection and rail crossing.	$1,000,000
PF2 Port of Portland	**N. Lombard RR O'Xing: N. Burgard Ave./N. Rivergate Blvd.** Supplemental construction funds to cover design changes for habitat protection needs of this otherwise fully funded project to widen N. Lombard from two to four lanes, add five foot bike lanes, a four foot median and one seven foot sidewalk, and to grade separate the street crossing of the BN and SP rail lines.	$2,000,000
	Subtotal	**$3,149,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Transit Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CTR1 Wilsonville	**Smart Transit Center Park & Ride** Right of Way funds to acquire 2.5 acres for a 250 space Park & Ride/Transit Center at Boberg Rd. and Barber St. in Wilsonville. Project is adjacent to the proposed Wilsonville/ Beaverton Commuter Rail and supplements $1.924 million of appropriated FTA/local match construction funds.	$1,172,000
MTR1 Tri-Met	**FY04/05 Gresham TCL Service Increases** Biennial regional share of funds to consolidate Lines 82 and 87 in Gresham to begin 15 minute service during weekdays, weekends and evenings on a new Line 181st running on 181st between Powell and Sandy during FY 04 and 05. Service is provided in exchange for regional purchase of 10 Tri-Met service expansion buses; matched 100 percent by Tri-Met funds.	$1,400,000
RTR1 Tri-Met	**FY04/05 McLoughlin/Barbur Transit Service Continuation** Biennial regional share of funds to continue 15 minute service during weekdays, weekends and evenings on new McLoughlin and Barbur Blvd. transit lines during FY 04 and 05. Service is provided in exchange for regional purchase of 10 Tri-Met service expansion buses; matched 100 percent by Tri-Met funds.	$2,850,000
WTR1 Tri-Met	**FY04/05 Beaverton/Tigard TCL Service Increases** Biennial regional share of funds to begin 15 minute service during weekdays, weekends and evenings on slightly redefined #62 Line between Sunset Transit Center, Beaverton Regional Center, Murray Scholls Town Center and Washington Square during FY 04 and 05. Service is provided in exchange for regional purchase of 10 Tri-Met service expansion buses; matched 100 percent by Tri-Met funds.	$1,400,000
WTR2 City of Tualatin	**FY04/05 Bus-based Wash. Co. Commuter Rail Ridership Buildup** Bus capital funds for Tri-Met commitment to provide a.m./p.m. peak period bus service, at half-hour headways, augmented by Tualatin TMA Shuttle service, between Tualatin, Tigard, Washington Square and Beaverton, in advance of Wilsonville to Beaverton Commuter Rail startup. Tri-Met portion of service would terminate upon rail startup.	$1,074,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Transit Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
RPLNG5 Region	***South Corridor Draft EIS*** Funding to conduct a Draft EIS for analysis of mode choice and alignment of transportation improvements in the McLoughlin Corridor from Downtown Portland to Oregon City. Alternatives to be considered include traffic lanes, dedicated transit lanes, HOV lanes and potentially a light rail alignment, consistent with the 2000 RTP. The Draft EIS is intended to support a request to FTA for negotiation of a Full Funding Grant Agreement.	$4,000,000
	Subtotal	**$11,896,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Transportation Demand Management Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
RTDM1 Tri-Met	**FY04/05 TMA Assistance – TDM Program** Two-year funding for continuation of revamped TMA assistance program to provide locally based TDM services at key regional locations.	$500,000
RTDM2 Tri-Met	**FY04/05 Regional Transportation Demand Management (TDM) Program** Two-year continuation funding for Regional TDM program housed at Tri-Met.	$1,400,000
RTDM3 Tri-Met	**FY04/05 Region 2040 Initiatives – TDM Program** Two-year funding to implement non-Tri-Met transit services and other innovative SOV reduction projects.	$495,000
RTDM4 DEQ	**FY 04/05 ECO Information Clearinghouse** DEQ Program that complements the regional TDM program housed at Tri-Met.	$188,000
RTDM5 SMART	**FY 04/05 SMART TDM Program** Regional support for Wilsonville SMART component of the Regional TDM program.	$110,000
	Subtotal	**$2,693,000**

Priorities 2002 Projects:
Draft Technical Rankings

Boulevard Design Improvements

						USE FACTOR																				SAFETY										2040 ACCESS & CIRCULATION				INCREASE MIXED USE DENSITY				COST EFFECTIVENESS		
						Features to Calm Auto Traffic										Features to Enhance Alternative Modes										Project Removes Alternative Mode Hazards								Factors Drawing Alternative Modes															
Agency	Code	Rank	Project Title	Federal Funds Request (millions)	Total Project Points	Narrowed Lanes	Fewer lanes	On-street parking	Reduced turn radii	Marked crossings	New pedestrian crossings	Curb extensions	Signal timing	Other	Pnts	Widen sidewalks	Transit amenities	Landscape buffer	Curb extension	Median refuge	Bike lanes	PED Clear Zone	Street Amenities	Other	Pnts	5 lanes	>12' lanes	>40 mph	No pedestrian refuge	>330' pedestrian crossing	Poor pedestrian way	Other	Pnts	Transit service	Bicycle System	Near Attractions	Pnts	% Trips To/From Tier 1 Land Uses	Pnts	% Trips To/From Tier 2 Land Uses	Pnts	1994 Mixed Use Index Value	2020 Mixed Use Index Value	Mixed Use Index Change	Pnts	Total Project Cost (millions)	Total Project Cost/Effectiveness Points	Pnts
					100										10	5								10								10	4	3	3	10	14		6					20			15
City of Gresham	mbl1	1	Division Street Boulevard, Ph. 2: Main/Cleveland	$ 0.989	97	Y		Y	?	?	Y	Y	Y		10	5	Y	Y	Y	Y	?	Y		10		Y	?	Y	Y	Y	2	10	Y	Y	Y	10	42%	14	24%	3	103	620	517	20	$ 1.102	$ 44,080	15
City of Portland	pbl1	2	102nd Ave Boulevard Project: Hancock/Main	$ 0.700	89	Y		Y	Y	Y	Y	Y	?		10	5	Y	Y	Y	Y	?	Y		10		Y	?	Y	Y	Y	?	7	Y	Y	Y	10	40%	14	37%	3	60	547	487	15	$ 0.800	$ 32,000	15
City of Gresham	mbl2	3	Stark Street Boulevard Project: 190th/197th	$ 0.800	88	Y		Y	Y	Y	Y	Y	Y		10	5	Y	?	Y	Y	Y	?	Y		10		Y	?	Y	Y	Y	Y	10	Y	Y	Y	10	20%	7	58%	6	89	257	168	15	$ 0.891	$ 35,640	15
Clackamas County	cbl3	4	McLoughlin Boulevard Project PE: I-205/Railroad Tunnel	$ 0.625	85	Y			Y	Y	Y	Y	Y		10	5	Y	Y	Y	Y	Y	?	Y		10		Y	?	Y	Y	Y	1	10	Y	Y	Y	10	20%	7	37%	3	71	259	188	15	$ 0.825	$ 33,000	15
City of Forest Grove	wbl2	5	(Cornelius) Main Street Blvd Project: 10th/20th	$ 0.500	65	Y		Y	Y	Y	Y	Y	?		10	5	Y	Y	Y	?	Y	Y	Y		10		Y	Y	?	Y	Y	5	10	Y	Y	Y	10	20%	7	27%	3	9	33	24	5	$ 6.744	$ 269,760	5
City of Lake Oswego	cbl2	6	Boones Ferry Rd Boulevard Project: Madrone/Kruse Way Blvd Project	$ 2.500	49	Y		?	?	?	?	?	?		3	5	?	Y	?	Y	Y	?	Y	?	7		Y	?	?	?	Y	?	3	Y	Y	Y	10	7%	0	52%	6	21	47	26	5	$ 2.760	$ 184,000	10
Washington County	wbl1	6	Cornell Road Boulevard Project – Murray Blvd/Saltzman Road	$ 3.500	49			Y	?	Y	Y	Y	?		5	5	Y	?	Y	Y	Y	?	Y		10			?	?	?	Y	3	3	Y	Y	Y	10	2%	0	57%	6	162	260	98	10	$ 8.259	$ 412,950	0
Clackamas County	cbl1	7	McLoughlin Blvd: Scott/Adam.(Milw. CBD) Blvd Project – Ph. 2	$ 0.100	39	*More information is being collected on this project.*									0	Y	Y	Y	10	27%	11	39%	3	88	412	324	15	$ 0.100	#DIV/0!	?

Subtotal **9.714**

Key
Y= addresses criteria
?= may address criteria/more info needed

es:
, = Address high accident rate (nearly twice the average for similar state highways)
2= Addresses high pedestrian accident rates
3= Addresses accident rates

Traffic Calming Scores

Elements	Points
0-2	3
3	5
4	7
5 or more	10

Alt. Mode Enhancement Scon

Elements	Points
0-2	3
3	5
4	7
5 or more	10

Removes Hazards Score

Elements	Points
0-2	3
3	5
4	7
5 or more	10

2040 Access/Circulation Scores

Tier 1 Range	Points	Tier 2 Range	Points
>10	0	>20	0
10-24	7	20-40	3
25-39	11	40+	6
40+	14		

Mixed Use Index Scores

MUI Range	Points
<10	0
10-49	5
50-99	10
100-499	15
500+	20

Cost Effectiveness Scores

Ratio	Points
<0.10	15
0.10-0.19	10
0.20-0.29	5
>0.3	0

June 12, 2001

Priorities 2002 Projects: Draft Technical Rankings

Pedestrian Improvements

Agency	Code	Rank	Project Title	Federal Funds Request (millions)	Total Points	INCREASE PEDESTRIAN MODE SHARE: Corrects deficiency: Completes missing sidewalk link	Removes pedestrian obstacles [1]	Points	INCREASE PEDESTRIAN MODE SHARE: High potential for pedestrian activity: Within a pedestrian district designated on regional pedestrian system map	Along a transit/mixed-use corridor designated on regional pedestrian system map	Within 1/4-mile of a major transit stop, regional transit service, school, civic complex or cultural facility	Points	SAFETY: Addresses documented safety problem (SPIS data)	Corrects poor delineation of pedestrian way [2]	Points	2040 ACCESS & CIRCULATION: Access to 2040 land uses	Circulation within 2040 land uses	Points	INCREASE MIXED USE DENSITY: 1994 Mixed Use Index Value	2020 Mixed Use Index Value	Mixed Use Index Change	Points	COST EFFECTIVENESS: Total Project Cost ($millions)	Total Project Cost/Total Effectiveness Points	Points
					100			10	10	5	5	15	10	10	20			20				20				15
Wash Co	WP1	1	Park Way Sidewalk Project: SW Marlow Ave/SW Parkwood Dr.	$ 0.235	75	Y	Y	10	N	N	Y	5	Y	Y	15	5	5	10	77	802	725	20	$0.292	0.01	15
Oregon City	CP2	2	Molalla Ave. Pedestrian Project – Willamette/Pearl & Mountain View/Holmes	$ 0.500	65	N	Y	5	N	Y	Y	10	?	Y	10	10	5	15	55	134	79	10	$0.650	0.03	15
Wash Co	WP6	2	Murray Blvd Sidewalk Project: Farmington Rd/675 ft North	$ 0.119	65	Y	?	5	N	Y	Y	10	Y	N	10	5	5	10	112	362	250	15	$0.148	0.00	15
Tri-Met	RP1	2	FY04/05 Regional Pedest	$ 2.000	65	Y	Y	10	?	Y	Y	10	Y	Y	20	10	5	15	Medium Rank			10	$2.206	0.07	10
Wash Co	WP2	3	198th Avenue Sidewalk: TV Highway/SW Trelane Street	$ 0.170	62	Y	?	5	N	N	Y	5	Y	Y	17	5	0	5	47	172	124	15	$0.212	0.01	15
Clack Co	CP1	4	Jennings Ave: 99E/Portland Ave Ped Access	$ 0.350	60	Y	Y	10	N	N	Y	5	Y	Y	20	5	0	5	37	84	48	5	$0.390	0.02	15
Forest Grove	WP7	4	Forest Grove Town Center Pedestrian Improvements	$ 0.400	60	N	Y	5	Y	N	Y	15	?	Y	10	5	5	10	15	46	31	5	$0.447	0.02	15
Wash Co	WP3	4	Butner Road Sidewalk Project – SW Marlow Avenue/SW Wood Way	$ 0.180	60	Y	?	5	N	N	Y	5	Y	?	5	5	5	10	77	802	725	20	$0.224	0.01	15
Mult Co	MP1	5	257th Ave. Pedestrian Improvements	$ 1.300	47	N	Y	10	N	Y	Y	10	Y	Y	17	5	0	5	19	50	31	5	$1.445	0.06	15
Wash Co	WP4	6	Johnson Street – South Side – Sidewalk Project – SW 185th Ave./SW 178th Ave.	$ 0.096	45	Y	?	5	N	N	Y	5	Y	N	5	5	0	5	17	78	61	10	$0.143	0.01	15
Wash Co	WP5	6	Johnson Street – North Side – Sidewalk Project: SW 185th Ave./SW 178th Ave.	$ 0.115	45	Y	?	5	N	N	Y	5	Y	N	5	5	0	5	17	78	61	10	$0.119	0.01	15

Subtotal $ 5.465

Key
Y= addresses criteria
N= does not address criteria
?= may address criteria/more info needed

Increase Mode Share Scores

Elements	Points
Completes link	5
Removes obstacles	5
Pedestrian district	10
Transit corridor	5
Near attractions	5

Safety Scores

Accident Range	Points
>30	10
16-30	7
0-15	5

2040 Access/Circulation Scores

Access to	Points
Tier 1 land use	10
Tier 2 land use	5
Tier 3 land use	0

Provides Circulation within	Points
Tier 1 land use	10
Tier 2 land use	5
Tier 3 land use	0

Tier 1= Central City, Regional Centers
Tier 2= Town centers, main streets, station communities, corridors
Tier 3= Inner/outer neighborhoods, employment areas

Mixed Use Index Scores

MUI Range	Points
<10	*0*
10-49	5
50-99	10
100-499	15
500+	20

Cost Effectiveness Scores

Ratio	Points
<0.10	*15*
0.10-0.19	10
0.20-0.29	5
>0.3	0

Notes:

1= Obstacles include missing curb ramps, >330' pedestrian crossings, lack of pedestrian refuges

2= Poor pedestrian way means no curb, numerous driveways, substandard width, occluded by utility infrastructure

June 12, 2001

Priorities 2002 Projects: Draft Technical Rankings

Bike Improvements

Agncy	Code #	Project Title	Federal Funds Request	Total Points	USE FACTOR								SAFETY					BIKE SYSTEM HEIR-ARCHY	REGION 2040 FRAMEWORK IMPLEMENTATION			COST EFFECTIVENESS		
													Roadway Deters Use			Other								
					94 Riders	2020 Riders (2020 Hi Auto Network)	Chng	Pnts	2020 Pop. W/in 1/2 mi	2020 Employ W/in 1/2 mi	Total Pop/Emp W/in 1/2 mi	Pnts	Hi Auto Speed & Volume	Hi/Mod Auto Speed & Volume	Mod/Low Auto Speed & Volume	Multi-Use	TOTAL PNTS	Part of Regional Access/Corridor/Connector Bike System	System Connectivity	2040 Land Use	Pnts	Total Project Cost	Total Project Cost/Total Effectvns Pnts	Pnts
								Hi=10 Med=7 Low=3				Hi=15 Med=8 Low=3	15	8	3	5 or 0		Access=20 Corridor=13 Conctr=-8	Hi = 10 Med = 8 Low = 3	RC = 10 TC = 7 Other = 3	Hi=20 Med=13 Low=8			Hi=15 Med=8 Low=3
Region	RPLNG1	Will. Shoreline Rail/Trail Study	$ 0.550	68	143	451	308	7	4,546	6,964	11,510	8	15			5	20	13	10	7	17	2.000	$ 133,333	3
THPRD	WB1	Fanno Creek Multi Use Path, Phase 2	$ 1.123	69	137	279	142	7	2,688	7,649	10,337	8	15			5	20	13	10	3	13	1.253	$ 83,533	8
Gresham	MB1	Gresh./Fairview Multi Use Path	$ 1.076	69	86	130	44	3	8,160	12,731	20,891	15		8		5	13	13	10	7	17	1.717	$ 95,389	8
Mult Co/Ptld	MB2	Morrison Brdg Multi Use Path	$ 1.345	100	1,441	4,171	2,730	10	3,961	101,118	105,079	15	15			5	20	20	10	10	20	1.500	$ 60,000	15
Portland	CB2	Eastbank Trail: OMSI/Springwater Phase 2	$ 4.209	78	528	1,657	1,129	10	5,426	20,652	26,078	15	15			5	20	13	10	7	17	4.692	$ 187,680	3
Or. City	CB1	Washington St. Bike Lanes:12th St. to 16th St.	$ 0.750	62	172	271	99	3	1,580	7,694	9,274	8		8			8	20	10	10	20	1.100	$ 100,000	3
			$ 9.053																					

Priorities 2002 Projects: Draft Technical Rankings

TDM Improvements

Agncy	Code	#	Project Title	Federal Funds Request	TOTAL POINTS	EFFECTIVENESS**			COST EFFECTIVENESS			2040 ACCESS & CIRC
						Average Annual Non-SOV Trips Induced	Average Annual VMT Reduced	Pnts	Annual Program Cost	Annual Program Cost/Use Factor	Pnts	Program Targets Hi, Med, Low Priority Land Uses Pnts
								Hi=35 Med=26 Low=18			Hi=25 Med=20 Low=15	Hi=40 Med=30 Low=20
Tri Met/Reg	RTDM1	1	TMA Assistance	$ 0.500	**86**	*	*	**26**	$ 275,750	10,606	**20**	**40**
Tri Met	RTDM2	2	Regional TDM Progam at Tri-Met	$ 1.400	**90**	4,157,000	29,099,000	**35**	$ 1,000,000	28,571	**15**	**40**
Tri-Met/Reg	RTDM3	3	Region 2040 Initiatives	$ 0.495	**86**	2,078,500	14,549,500	**26**	$ 332,993	12,807	**20**	**40**
DEQ	RTDM4	4	ECO Information Clearinghouse	$ 0.094	**83**	527,750	3,694,250	**18**	$ 51,700	2,872	**25**	**40**
Wilsonville	RTDM5	5	Wilsonville TDM Program	$ 0.145	**73**	281,500	1,970,500	**18**	$ 79,750	4,431	**25**	**30**
				$ 2.634								

*Based on professional judgement; TMA policy is in process of being revised

**Based on same methodology as Priorities 2000 MTIP

Priorities 2002 Projects: Draft Technical Rankings

Road Modernization

						EFFECTIVENESS FACTOR				SAFETY				2040 ACCESS & CIRCULATION				MIXED USE INDEX				COST EFFECTIVENSS					
Agncy	Code	#	Project Title	Federal Funds Request	Total Points	94 VHD	Pnts	2020 VHD Reduced by Project	Pnts	Accidents	Million VMT/Year (1994)	Million Annual VMT Per Accident	Pnts**	% of 2020 Trips To/From Tier 1 Priority Land Uses	Pnts	% of 2020 Trips To/From Tier 2 Priority Land Uses	Pnts	1994 Mixed Use Index Value	2020 Mixed Use Index Value	Chng	Pnts*	2020 Build VHD	2020 No-Build VHD	Change	Total Cost (millions)	$/VHD	Pnts
							Hi = 15 Med = 8 Low = 0		Hi = 10 Med = 5 Low = 0				Hi = 20 Med = 10 Low = 0		See Scale Below		See Scale Below				Hi =20 Med = 10 Low = 0							Hi = 0 Med = 8 Low = 15
Clack. Co.	cm1	1	Clackamas ITS Program Ph. 2	$ 0.500	76		15	62	7	n.a.		n.a.	15	20%	11	36%	3	41	131	90	10	564	717	153	$ 1.351	$ 8,830	15
Wash. Co.	wm2	11	Cornell Road Corridor ITS Project – Cornell Road: Main/10th to County Line	$ 0.375	73		8	86	7	521		113,693	20	10%	7	50%	6	39	147	108	10	160	247	86	$ 0.750	$ 8,674	15
Gresham	mm1	7	Gresham/Mult. Co. ITS Program, Ph. 3B	$ 1.000	66		8	13	4	n.a.		na	15	20%	11	42%	3	83	236	153	15	150	163	13	$ 1.115	$ 84,215	10
City of Beaverton	wm7	16	Farmington Road: Hocken Ave./Murray Blvd	$ 8.210	64		15	14	4	15		516,353	10	16%	7	49%	3	169	487	317	20	14	59	46	$ 10.191	$ 222,171	5
Wash. Co.	wm3	12	Cedar Hills Blvd./Barnes Rd. Intersection Improvement	$ 1.980	63		8	49	7	9		578,728	10	15%	7	54%	6	2	187	186	15	114	163	49	$ 2.200	$ 45,342	10
Tualatin	wm6	15	I-5/Nyberg Interchange Widening	$ 3.507	60		15	-2	0	35		140,890	20	14%	7	36%	3	139	313	175	15	91	89	-2	$ 4.292	$ (2,247,120)	0
Tigard	wm4	13	SW Greenburg Road: Washington Square Dr./Tiederman Ave.	$ 0.774	56		15	59	7	7		***347,532***	10	21%	11	36%	3	12	51	38	0	5	64	59	$ 2.501	$ 42,147	10
Clack. Co.	cm2	2	Sunnyside Road PE – 122nd/132nd	$ 0.625	56		0	401	10	18		139,613	20	27%	11	16%	0	1	8	8	0	200	601	401	$ 15.000	$ 37,417	15
Clack. Co./ Milwaukie	cm3	3	Harmony/Linwood/Railroad Intersection	$ 0.750	52		8	65	10	2		1,632,463	0	43%	14	34%	0	30	177	148	15	19	84	65	$ 13.000	$ 199,908	5
Clack. Co./ Happy Valley	cm5	6	Sunrise Corridor Ph. 1 PE: I-205/Rock Creek Jnct.	$ 4.000	46		15	***218***	10	97		952,481	0	28%	11	26%	0	38	95	58	10	1564	1782	218	***$ 180.000***	$ 825,688	0
Wash. Co.	wm1	10	U.S 26 Widening PE – Murray/Cornell	$ 0.359	42		0	287	10	43		765,906	0	17%	7	34%	0	17	153	136	15	0	287	287	$ 15.000	$ 52,279	10
COP	pm1	9	SE Foster Rd at SE 162nd Ave	$ 1.500	32		0	33	7	7		249,243	10	10%	7	45%	3	1	1	1	0	27	60	33	$ 4.795	$ 145,215	5
BV	wm5	14	Murray Blvd: Scholls Ferry Road to Barrows/Walnut	$ 1.821	26		0	1	0	6		138,396	20	6%	0	50%	6	25	59	34	0	0	1	1	$ 8.650	$ 11,689,189	0
Mult. Co.	mm2	8	223rd Ave. Railroad Overcrossing	$ 0.149	23		0	10	0	2		760,113	0	13%	7	63%	6	53	154	101	10	7	17	10	$ 4.000	$ 420,610	0
Wilsonville	cm4	5	Boeckman Road Extension (Dammasch Urban Village): 95th Ave/Graham's Ferry Rd	$ 1.000	0		0	0	0	n.a.		n.a.	0	2%	0	17%	0	1	3	2	0	0	0	1	$ 13.500	$ 13,500,000	0
Hillsboro	wm8	17	SE 10th: E. Main/SE Baseline Left Turn Pocket	$ 1.320	0																				$ 1.580	#DIV/0!	
			SUBTOTAL	$ 26.550																							

Preliminary calculations of 1994 Vehicle Hours of Delay (VHD) and Vehicle Miles Traveled (VMT) were suspected of significantly under-representing conditions that determine the assignement of thirty-five percent of the project scores. Metro is re-running these data sets using more contemporary network and travel demand data. The revised data will be available at the June 18th public meeting and may or may not cause current project rankings to change.

**ITS Project scores are based on regional and local data showing moderate effectiveness at reducing rear end and intersection collisions.

TIER 1 Scale	TIER 2 Scale
< 30% =14	≤ 50% =6
≤ 20% = 11	≤ 35% = 3
≤ 10% = 7	> 35% = 0
> 10% = 0	

* The Scale was adjusted to 15/10/0 points with one very high change project receiving 20

Priorities 2000 Projects:
Draft Technical Rankings
Roadway Reconstruction

Agncy	Code	#	Project Title	Federal Funds Request	Total Points	EFFECTIVENESS FACTOR				SAFETY				2040 ACCESS & CIRCULATION				INCREASE MIXED USE DENSITY				COST EFFECTIVENSS			
						2000 Pavement Condition	Pnts	2010 Pavement Condition	Pnts	Accidents	Million VMT/Year	Million Annual VMT/ Accident	Pnts	% of 2020 Trips To/From Hi Priority Land Uses	Pnts	% of 2020 Trips To/From Med Priority Land Uses	Pnts	1994 Mixed Use Index Value	2020 Mixed Use Index Value	Chng	Pnts	2020 VMT	Total Cost (millions)	$/VMT	Pnts
							Fair = 15 Poor = 8 V Poor = 0		Fair = 0 Poor = 5 V Poor = 10				See Scale Below		See Scale Below		See Scale Below				Hi = 20 Med = 10 Low = 0				Hi = 0 Med = 8 Low = 15
Portland	cr1	13	Johnson Creek Blvd. – 36th to 45th, Ph. 4	0.800	**53**	VP	**15**	VP	**5**	62	6,725,728	108,479	**14**	20%	**11**	39%	**3**	31	67	36	**0**	2,008	$ 2.381	$ 1,185,818	**8**
Portland	pr1	6	NW 23rd: W Burnside St./NW Lovejoy St	1.300	**55**	VP	**0**	VP	**10**	66	1,765,233	26,746	**20**	12%	**7**	56%	**6**	572	1284	712	**10**	883	$ 1.450	$ 1,642,430	**8**
Portland	pr2	8	Holgate Blvd: SE 42nd - SE 52nd Ave (Ptld)	1.100	**52**	VP	**0**	VP	**10**	100	2,090,420	20,904	**20**	13%	**7**	64%	**6**	13	32	18	**0**	1,442	$ 1.227	$ 850,673	**15**
Portland	pr3	2	Naito Parkway: NW Davis/SW Market St.	1.500	**59**	VP	**0**	VP	**10**	15	2,636,018	181,794	**7**	54%	**14**	25%	**0**	358	1446	1088	**20**	4,725	$ 6.465	$ 1,368,154	**8**

	TIER 1 Scale	TIER 2 Scale
Hi = 0	< 30% =14	< 50% =6
Med = 7	< 20% = 11	< 35% = 3
Low = 14	< 10% = 7	> 35% = 0
V Low = 20	> 10% = 0	

DRAFT 6/13/01

Priorities 2000 Projects: Draft Nominations Summary
Transit Improvement Projects

					Transit Use Factor					Supports 2040 Growth Concept						Cost Effectiveness			
					Boardings per vehicle hour				System connectivity	Access to Centers		Leverage growth in mixed use development							
Agency	Code	Project Title	Federal Funds Requested (millions)	Total Points	Weekly Riders Gained	Weekly Vehicle Hours	Boardings per Weekly Vehicle Hour	Boardings per Vehicle Hour Points	Transit System Connectivity Points[1]	Access to Central City (CC) Regional Center (RC) Town Center (TC)	Access to Centers Points	1994 Mixed Use Index Value	2020 Mixed Use Index Value	Mixed Use Index Value Change	Mixed Use Index Points	Total Project Cost (millions)	Annualized Operating Cost[2] (millions)	Operating Cost Divided by Boardings	Cost Effectiveness Points
							> 40	*30*	*5*	*CC + RC*	*20*			*> or = 400*	*20*			*< $1.50*	*25*
Total points possible for each scoring category:							*28 - 40*	*23*		*CC + 2TC or 2RC +TC*	*15*			*300 - 399*	*15*			*$1.51 - $3.00*	*19*
							15 -27	*15*	*3*	*CC + 2TC or 2RC*	*10*			*200 - 299*	*10*			*$3.01 - $4.50*	*13*
							8 to14	*7*		*RC + TC*	*5*			*100 - 199*	*5*			*$4.51 - $6.00*	*7*
							< 8	*1*	*1*	*RC or 2 TC*	*1*			*< 100*	*1*			*> $6.00*	*1*
Wilsonville	ctr1	Smart Transit Center Park & Ride	$ 1.172	**54**	2,500	***8***	313	**30**	**3**	TC	**1**	29	62	34	**1**	$ 3.231	***$ 0.21***	$ 1.59	**19**
Tri-Met	mtr1	FY04/05 Gresham TCL Service Increases	$ 1.400	**47**	5,286	281	19	**15**	**3**	RC + TC	**5**	65	166	101	**5**	$ 3.130	$ 0.75	$ 2.73	**19**
Tri-Met	rtr1	FY04/05 McLoughlin/Barbur Transit Service Continuation	$ 2.850	**79**	17,050	891	19	**15**	**5**	CC + RC + 3 TC	**20**	578	1,794	1,215	**20**	$ 5.700	$ 2.55	$ 2.88	**19**
Tri-Met	rtr1	***Placeholder to split ranking of McLoughlin/ Barbur Service***																	
Tri-Met	wtr1	FY04/05 Beaverton/Tigard TCL Service Increases	$ 1.400	**37**	3,077	252	12	**7**	**3**	2 RC + 2 TC	**15**	76	205	130	**5**	$ 3.130	$ 0.80	$ 5.00	**7**
City of Tualatin	wtr2	FY04/05 Bus-based Wash. Co. Commuter Rail Ridership Buildup	$ 1.074	**43**	1,250	115	11	**7**	**3**	2 RC + 2 TC	**15**	56	198	142	**5**	$ 1.602	$ 0.29	$ 4.49	**13**
																	$ 4.60		

[1] Based on access to transfer opportunities providing access to other parts of the region, including the transit mall, transit centers and transfer stops.

[2] Includes capital costs needed to provide new service or facility (bus @ 12 year life, right-of-way @100 year life, park-and-ride facility improvements @ 20 year life).

Priorities 2002 Projects: Technical Ranking

Freight Improvements

Agncy	Code	#	Project Title	Federal Funds Request	Total Points	EFFECTIVENSS POINTS: 2020 Truck Delay W/out Project	2020 Delay With Project	Chng	Pnts	SAFETY: Reduce Freight Conflicts Pnts	Address Road/Rail Conflict Pnts	Fix Hi Accident Rate Loc'tn Pnts	Total Pnts	2040 ACCESS & CIRC: Intermodal Rail Yard, Marine, Air Cargo, Truck Term/Dist Fac. Pnts	Industrial Area Pnts	Employm't Area w/ Industrial Pnts	Outside But Giving Access to Industrial Pnts	EMPLOYMENT GROWTH: 94 Indust'l Emp	2020 Indust'l Emp	Chng	Pnts	COST EFFECTIVENESS: Avoided 2020 Truck Delay	Total Project Cost (millions)	Cost/THD Avoided (millions)	Pnts
									Hi=25 Med=13 Low=0	Yes=8	Yes=8	Yes=4		Hi=20 Med=15 Low=-10	Hi=15 Med=10 Low=-5	Hi=10 Med=5 Low=-0	Hi=10 Med=5 Low=-0				Hi=20 Med=10 Low=0				Hi=0 Med=8 Low=15
Port/PDX/ODOT	PF1	1	Columbia/Killingsworth East End Collect	$1.00	58				0	8	8	4	20	20	Y	Y	N	100	300	200	10	0.4	$ 34.00	$ 89.47	8
Port	PF2	2	N. Lombard Railroad Overcrossing	$2.00	81				13	8	8	4	20	20	Y	Y	N	100	200	100	20	1.1	$ 25.37	$ 23.06	8

Auto System Effect & Scoring

(Delay hours reflect combined auto and truck Passenger Car Equivalent (PCE) values)

	1994 hrs Delay	Pnts	2020 No Bld	2020 Bld	Chng	Pnts
PF1	4.3	5	52.3	38.9	13.3	5
PF2	1.5	0	25.4	18.3	7.1	0

13.34	$34.00	$2.55	0
7.07	$25.37	$3.59	0

NOTE: Model generated delay data does not account for train related delay to freight vehicles, nor are queing effects on system perforamance adequately represented. Off-model analyses are being developed for these measure of delay.

Auto delay saved and score relative to other Road Modernization projects.

Priorities 2002 Projects: Draft
Technical Rankings

Transit Oriented Development Projects

Agency	Code	#	Project Title	Federal Funds Request	Total Points	Increase Non-Auto Mode Share		Increase Density		2040 ACCESS & CIRC				Cost- Effectiveness	
						Increase in non-auto mode share compared to "no-TOD" base project	Pnts	% increase in mixed-use density compared to "no TOD" base project	Pnts	Improve circulation within 2040 target areas	Pnts	Change in mixed-use density	Pnts	Cost per 1000 MT reduced	Pnts
							Hi=25 Med=13 Low=0		Hi=20 Med=10 Low=0		see Attach. 4A		Hi=20 Med=10 Low=0		Hi=15 Med=8 Low=0
Metro	MTOD1		TOD Implementation Program	2.100	**96**	61% (projected)	**25**	>50%	**20**	station areas and regional centers on LRT	16	high	20	$ 10.32	15
PDC	PTOD1		Gateway Regional Center TOD	0.892	**85**	61% (projected)	**25**	>50%	**20**	regional center	20	high	20	$ 32.00	0
			Subtotal	2.992											

AUTHORIZATION BILL POLICY AND PROGRAM ISSUES

I. REGIONAL POLICIES AND PROGRAMS – Andy Cotugno

A. UNDERLYING POLICY POSITIONS

- **Devolution:** Oppose

- **Continuation of ISTEA Policies Relating To Flexing Funds, Role of MPO, Funding Categories, and Program Review:** Continue

- **Minimum Allocations:** Make sure Oregon does not lose share.

- **New Starts Baseline Figure, 5309 Split between Rail Mod and New Start**: Enlarge New Start authorization.

- **TSCP**: Continue and expand program, limit earmarking to projects that implement intent of program, seek evaluation of proposed projects by FHWA.

- **Preserve Weight Mile**: Reject proposals to ban weight-distance taxes or sanction states that choose to tax motor vehicles based on their weight and/or distance driven.

- **Multi-State VMT Demo Program:** There is a growing recognition in Oregon, and other states, that the gasoline tax is becoming a progressively less adequate financial source for surface transportation programs. Higher fuel efficiency for autos erodes the ability of the gas tax to meet growing system demand. Consequently, advocacy of a federally led effort to examine ways a VMT tax could be implemented either nationally or on a multi-state basis may be a necessary forerunner to any progress at the state level.

- **FHWA's Discretionary Bridge Program (HBRR):** Secretary Mineta recently announced increases to the Discretionary Bridge Program (HBRR). The increase to the current program amounts to about two county bridge replacements a year in Oregon. In Oregon, over 700 bridges are the responsibility of the counties and cities. Many of these bridges are structurally or functionally inadequate and need to be replaced now. Each Oregon County needs to rehabilitate or replace two to three bridges a year in perpetuity simply to keep up with deterioration. If not addressed, these bridges will wind-up with load limits or closed to traffic. The HBRR program needs to be reinvigorated in the TEA 21 reauthorization.

B. KEY INITIATIVES

- **Bus New Start Program: FFGA's for BRT:** If the region pursues an innovative Bus Rapid Transit project in the South Corridor we will need to ensure that Congress will authorize and fund the project with Section 5309 "New Starts" funds.

- **Environmental Streamlining:** During the past 30+ years, NEPA documents (EIS/EA) have become increasingly complex, and are no longer of substantial value to decision-makers. Each time the Congress has amended NEPA in an attempt to streamline or documents or the process, the result has been the opposite: the documents and process

have become increasingly voluminous and obtuse. Each federal agency creates detailed instructions for preparing the EIS or EA to its standards, and often those Agency instructions are at odds with other agencies with approval authority over the same project. Congress should require all federal agencies to use the same standards for review of environmental documents and create reasonable deadlines for review of environmental documents by all federal agencies, including those in the lead and those supporting.

- **ESA Transportation-Related Issues:** The declaration of several Northwestern species of fish as "threatened" under ESA and the declaration of most of our streams as "water quality limited" under the Clean Water Act (CWA) are changing how we build and maintain our transportation system. New restrictions are substantially increasing costs of transportation infrastructure construction and maintenance. Ditches and culverts are no longer viewed simply as means of conveying water; they are also water quality facilities and either barriers or facilitators of fish migratory movements. Any improvements made within our rights-of-way must enhance habitat and water quality. The ESA and CWA provide no funding for the required system improvements. The TEA 21 reauthorization should provide a new program, or significantly expand the existing bridge replacement program, specifically for improvement of water quality and habitat for endangered species, similar to the current CMAQ program for air quality initiatives.

- **Trail Program**: Off-street pedestrian and bicycle trail construction has benefited from the CMAQ and Enhancement programs. At a minimum retain this eligibility, preferably create a specific off-street trail program.

- **FTA/FHWA Cooperation:** The environmental documentation and process requirements of FTA and FHWA are different. When projects have both highway and transit elements there is considerable time lost in determining which regulations apply. For example, a recent project started as a stand-alone road project and later added a transit component as a mitigation measure. The process of determining whose rules apply took enormous time and created enormous confusion. Congress should reconcile these differences.

- **Railroads: Shared Use Requirements, Grade Separated RR Share:** Need to facilitate the rules and procedures for permitting shared use of freight rail tracks by commuter rail projects. The European approach to track sharing regulations emphasizes improved signaling and braking systems to avoid crashes in the first place. European standards deflect the energy of a crash away from passengers, and emphasize braking systems, block signaling systems, speed limits where appropriate, and crumple zones to allow passenger vehicles to absorb the brunt of an impact while protecting passengers and drivers. In comparison, Federal Railroad Administration's (FRA) vehicle safety standards do not speak to locomotive braking, track signaling systems, or speed limits. FRA should study vehicle standards developed in Germany, including braking and signaling system requirements to determine in what circumstances they can be adapted to the United States' situation. In addition, a pilot program should be undertaken to demonstrate the application of these techniques in the US setting.

II. **ODOT ISSUES** – Jason Tell

- **RABA/Firewalls:**

  - TEA-21's RABA and firewall provisions. Prior to TEA-21, Highway Trust Fund dollars were counted as part of the overall federal budget. Transportation was forced to compete against other federal programs for funding. This resulted in years of under-investment in transportation while at the same time unspent Trust Fund balances ballooned. TEA-21 restored the integrity of the Trust Fund and guarantees that all of its revenues will be spent on transportation.

  - TEA-21's formula for distributing RABA funds. An integral part of the final agreement when TEA-21 was crafted in 1998 was that the dollars generated by RABA would be distributed to the states and the U.S. Department of Transportation in the same proportions that other federal highway funds are allocated.

- **SIBs: Federal Fund Capitalization, 2nd Generation Flexibility:** As an original pilot State Infrastructure Bank, Oregon was allowed to capitalize its SIB with federal apportionments. At that time it was thought that loan funds repaid to the SIB, regardless of source—federal or state—could be reloaned without federal conditions, such as Buy America or Davis-Bacon.TEA21 altered this. Only four named states are now allowed to capitalize their SIB's with federal funds. This has a limiting effect on the size of Oregon's SIB and, by extension, the size of projects the bank can finance at low interest rates. Restoration of the federal capitalization provisions would be a significant aid to highway finance in Oregon in the years ahead.

- **ISTEA LCV Freeze**: Congress should maintain ISTEA's Freeze on Longer Combination Vehicles (LCVs). ISTEA limited the operation of longer combination vehicles to only those states and those routes that were permitted when the bill became law. Oregon is one of 16 States that allow the operation of longer combination vehicles on designated routes. A variety of LCV proposals are likely to be introduced during the reauthorization debate, ranging from further limitations on the operation of LCVs to increasing the range and allowable size and weights of LCVs.

III **PORT INITIATIVES** – Susie Lahsene

- **Intermodal Connectors: NHS** freight connectors are the public roads linking major terminals facilities with the rest of the transportation system. State DOT and MPOs identified the connectors using the criteria established by FHWA. Metro has a map of our local connectors and ODOT has maps of the statewide-designated connectors. To address the funding needs of the connectors, FHWA, recommends a full range of financing mechanisms that emphasize innovative financing to leverage state/local/private funds. They might include: 1) a new federal credit program, like TIFIA but targeted to smaller projects 2) expand rail rehab eligibility and improvement financing program to include intermodal connectors 3) expand SIBs including allowance for capitalization of an intermodal connectors account 4) state level credit funds 5) incentive grants 6) reducing match for federal funds for connectors 7) set-aside of NHS funds for intermodal connector projects.

IV. **CITY INITIATIVES** – Steve Dotterrer

- **Orphan Highways**: The US highways replaced by the Interstate system are a resource for local community objectives. The program would make funds available to states and local jurisdictions to rebuild these streets as multi-modal boulevards where plans for more intensive land uses are in place and the local government has agreed to take responsibility for operations and maintenance once rebuilding has occurred.

- **Interstate Removal and Reuse Program (6-R program)**: Expanding the Interstate 4-r program to a 6-R program by including removal and reuse represents an opportunity to reclaim valuable lands and to support both development and environmental restoration objectives.

V. **I-5 TRADE CORRIDOR ISSUES – Dave Williams**

- **Borders and Corridors Program**: While this program is heavily subscribed—forty-two corridors compete for funds — it enables Oregon and Washington to address issues pertaining to I-5. ODOT obtained a planning grant and subsequent funding for project design for the Portland-Vancouver Transportation and Trade Partnership (I-5 Trade Corridor) Study. The reauthorization of the program in NEXTEA should ensure ODOT's ability to follow through on initially funded efforts, in the Metro area, such as funding identified transportation improvements.

- **Rail Bottleneck Fix:** ODOT and WSDOT, in cooperation with Amtrak, the Ports of Portland and Vancouver and the railroads, are undertaking a track capacity analysis of the joint UP/BN line across the Columbia River. Previous analyses suggest significant capacity problems on this line segment in the near future which could impact economic development opportunities, passenger train expansion and through freight operations. Congressional consideration of the High Speed Rail Investment Act of 2001 will have a significant impact upon how the Region and the two states are likely to view the findings of the study. If enacted, Amtrak will have the ability to issue up to $12 billion in bonds for rail corridor improvements, such as may be required across the Columbia, on an 80/20 matching basis. This may provide a one-time opportunity to eliminate this rail bottleneck.

- **Truman Hobbs**: The Coast Guard is currently undertaking an examination of the eligibility of the UP/BN railroad bridge over the Columbia River for Truman-Hobbs (navigational hazard) funding. In addition to its potential threat to navigation, the bridge will soon constitute a major capacity constraint for the Northwest rail system. Truman-Hobbs funds are intended for "in-kind" replacement of navigational hazards but can be contributed toward larger facility upgrading projects, such as, conceivably, adding capacity to the UP/BN bridge. Congress influences the investment of these funds. Current project evaluation is based on safety and delay of river and rail traffic. The I-5 Trade Corridor Project would rate higher if "highway delay" were added to the evaluation criteria because of the impact on the I-5 drawbridge.

Next Federal Transportation Authorization Sequence

TMAC Version: 5/23/01

	T-21						T-21 "B"						T-21 "C"						
	Federal Fiscal Years (in Millions)						Federal Fiscal Years (in Millions)						Federal Fiscal Years (in Millions)						
	1998	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*	*2015*	
Westside MAX	63	22	14																99
Interstate MAX				7.5	70	70	70	40											258
Commuter Rail						9	8	8											25
South Corridor I & II								14	70	70	70	70	80	26					400
																			0
	$42.7 m per year average						**$70 M per year average**						$80 M per year average						0
	TOTAL T-21 **256**						Total T-21 "B" **420** *						Total T-21 "C" **106**						782

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We are here **Jan. to Sept. 2003 Key Reauthorization Timeframe**

* Could also include annual requests for Section 5309 "8%" study or PE funds for various corridors

Federal Transportation Authorization: Hypothetical "Next" Project Sequence

TMAC Version: 5/24/01

	T-21						T-21 "B"						T-21 "C"						
	Federal Fiscal Years (in Millions)						Federal Fiscal Years (in Millions)						Federal Fiscal Years (in Millions)						
	1998	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*	*2015*	
Westside MAX	63	22	14																99
Interstate MAX				75	70	70	70	40											255
Commuter Rail						9	8	8											25
South Corridor I								14	73	63	50								200
South Corridor II												62	80	58					200
Willamette Shore										27	23	7.5							57.5
Vancouver														12	80	59			150
Other/CBD/ Streetcar/ Commuter Rail II																22	80	80	182
	TOTAL T-21		256				Total T-21 "B"				445 *		Total T-21 "C"			470			1170

We are here **Jan. to Sept. 2003 Key Reauthorization Timeframe**

* Could also include annual requests for Section 5309 "8%" study or PE funds for various corridors

JUN 1 2001 for meeting on Thurs June 14 2001

JPACT Members and *Alternates*

	FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STATE	ZIPCO	SALUTATION	PHONE	FAX	CONTACT
1.	Rod msg for pc	Monroe	Metro	Chair	Portland	OR	97232	Councilor Monroe	503-797-1588	503-797-1793	Pat manhatter 1709 Suzanne Myers, x~~1545~~
(2)	Rex	Burkholder	Metro	Metro	Portland	OR	97232	Councilor Burkholder	503-797-1546	503-797-1793	~~Pat Weathers~~, x~~1500~~ Sheri Hundo
(3)	Rod	Park	Metro	Mero	Portland	OR	97232	Councilor Park	503-797-1547	503-797-1793	~~Andy Flinn~~, x1941 Rooney
	Carl	*Hosticka*	*Metro*	*Metro*	*Portland*	*OR*	*97232*	*Councilor Hosticka*	*503-797-1549*	*503-797-1793*	*~~Andy Flinn~~, x1941* Rooney
4.	Bill	Kennemer	Clackamas County	Clackamas County	Oregon City	OR	97045	Commissioner Kennemer	503-655-8581	503-650-8944	Sherry McGinnis
	Michael	*Jordan*	*Clackamas County*	*Clackamas County*	*Oregon City*	*OR*	*97045*	*Commissioner Jordan*	*503-655-8581*	*503-650-8944*	
5	Lonnie	Roberts	Multnomah County	Multnomah County	Portland	OR	97214	Commissioner Roberts	503-988-5213	503-988-5262	Bret Walker, 503-988-5213
	Serena	*Cruz*	*Multnomah County*	*Multnomah County*	*Portland*	*OR*	*97214*	*Commissioner Cruz*	*503-988-5219*	*503-988-5440*	
6.	Roy out of town	Rogers	Washington County	Washington County	Portland	OR	97223	Commissioner Rogers	503-620-2632	503-693-4545	Himself
	Tom	*Brian*	*Washington County*	*Washington County*	*Hillsboro*	*OR*	*97124*	*Commissioner Brian*	*503-846-8681*	*503-693-4545*	*Barbara*
7.	Charlie	Hales	City of Portland	City of Portland	Portland	OR	97204	Commissioner Hales	503-823-4682	503-823-4040	Robbie 823-3007
	Vera	*Katz*	*City of Portland*	*City of Portland*	*Portland*	*OR*	*97204*	*Mayor Katz*	*503-823-4120*	*503-823-3588*	*Judy Tuttle*
8.	Karl	Rohde	City of Lake Oswego	Cities of Clackamas County	Lake Oswego	OR	97034	Councilor Rohde	503-636-2452	503-636-2532	Himself
	Brian	*Newman*	*City of Milwaukie*	*Cities of Clackamas County*	*Milwaukie*	*OR*	*97222*	*Councilor Newman*	*503-652-5298*	*503-654-2233*	*Himself*
9.	Larry	Haverkamp	City of Gresham	Cities of Multnomah County	Gresham	OR	97030	Councilor Haverkamp	503-618-2584	503-665-7692	Nina
	James	*Kight*	*City of Troutdale*	*Cities of Multnomah County*	*Troutdale*	*OR*	*97060*	*Councilor Kight*	*503-667-0937*	*503-667-8871*	*Himself or Nina (Nine-ah)*
10.	Robert	Drake	City of Beaverton	Cities of Washington County	Beaverton	OR	97076	Mayor Drake	503-526-2481	503-526-2479	Joyce JULIE
	Lou	*Ogden*	*City of Tualatin*	*Cities of Washington County*	*Tualatin*	*OR*	*97062*	*Mayor Ogden*	*503-692-0163*	*503-692-0163*	
11.	Fred	Hansen	Tri-Met	Tri-Met	Portland	OR	97202	Mr. Hansen	503-962-4831	503-962-6451	Kelly
	Neil	*McFarlane*	*Tri-Met*	*Tri-Met*	*Portland*	*OR*	*97232*	*Mr. McFarlane*	*503-962-2103*	*503-962-2288*	*Kimberly Lord*
12.	Kay	Van Sickel	ODOT	ODOT	Portland	OR	97209	Ms. Van Sickel	503-731-8256	503-731-8259	Jane Rice
	Bruce	*Warner*	*ODOT*	*ODOT*	*Salem*	*OR*	*97301*	*Mr. Warner*	*503-986-3435*	*503-986-3432*	*Katie*
13.	Stephanie	Hallock	DEQ	Oregon DEQ	Portland	OR	97204	Ms. Hallock	503-229-5300	503-229-5850	
	Andy	*Ginsburg*	*DEQ*	*Oregon DEQ*	*Portland*	*OR*	*97204*	*Mr. Ginsburg*	*503-229-5397*	*503-229-5675*	*Linda Fernandez,*
	Annette	*Liebe*	*DEQ*	*Oregon DEQ*	*Portland*	*OR*	*97204*	*Ms. Liebe*	*503-229-6919*	*503-229-5675*	*229-5388*
14.	Don	Wagner	WSDOT	Washington State DOT	Vancouver	WA	98668	Mr. Wagner	360-905-2001	360-905-2222	Kim Dabney
	Mary	*Legry*	*WSDOT*	*Washington State DOT*	*Vancouver*	*WA*	*98668*	*Ms. Legry*	*360-905-2014*	*360-905-2222*	
15.	~~Mike Thorne~~ Ed Galligan (interim) He may change?		Port of Portland	Port of Portland	Portland	OR	97208	Mr. Thorne	503-944-7011	503-944-7042	
	David	*Lohman*	*Port of Portland*	*Port of Portland*	*Portland*	*OR*	*97208*	*Mr. Lohman*	*503-944-7048*	*503-944-7222*	*Patty Freeman*
16.	Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA	98668	Mayor Pollard	360-696-8484	360-696-8049	Peggy Furnow (or Jan)
	Dean	*Lookingbill*	*SW Washington RTC*	*SW Washington RTC*	*Vancouver*	*WA*	*98661*	*Mr. Lookingbill*	*360-397-6067*	*360-696-1847*	
17.	Craig	Pridemore	Clark County	Clark County	Vancouver	WA	98666	Commissioner Pridemore	360-397-2232	360-397-6058	Susan Wilson or Tina
	Peter	*Capell*	*Clark County*	*Clark County*	*Vancouver*	*WA*	*98666*	*Mr. Capell*	*360-397-6118, x4071*	*360-397-6051*	*Lori Olson, x4111*

COMMITTEE TITLE JPACT

DATE 6/14/01

NAME	AFFILIATION
Andy Cotugno	Mehn
Rod Park	Metro
ROB DRAKE	CITIES OF WASH. CO.
FRED HANSEN	TRI-MET
Don Wagner	WSDOT
KAY VAN SICKEL	ODOT
Andy Ginsburg	ODEQ
Larry Haverkamp	Cities of Mult. Co.
CRAIG PRIDEMORE	CLARK CO.
Dean Lookingbill	Vancouver Alt. (RTC)
Dave Lohman	Port of Portland
Rex B.	Counc. T
Lonnie Roberts	mult. Co.
Brian Newman	Clack Cities - Milwaukie
Karen Schilling	Multnomah County
Robert Paine	Multnomah County
John Kitzhaber	Clackamas County
Dick Feeney	Tri-Met

COMMITTEE TITLE JPACT

DATE 6/14/01

NAME	AFFILIATION
Stephan Lashbrook	City of Wilsonville
Gregg S. Everhart	Portland Parks & Rec'n
Judy Edwards	Westside Transp. Alliance
Becky Lee	Comm. Cruz's office
Ross Roberts	METRO
David Bragdon	Presiding Officer, Metro Council
Tom Markgraf	Cory Ewel Blumenauer
Ross Williams	CLF/CST
Louis A. Ortenas	OHSU
Gary Katsion	Kittelson & Associates, Inc.
Steve L Kelley	Washington County
John McConnaughey	WSDOT
Thayer Rorabaugh	City of Vancouver
Bernie Bottomly	Tri-Met
Patty Fink	Tri-Met
Kristin Hull	METRO
Gina Whitehill-Baziuk	Metro
Sharon Kelly	Metro

COMMITTEE TITLE JPACT

DATE 6/14/2001

NAME	AFFILIATION
Steve Dotterrer	City of Portland staff
Ron Papsdorf	City of Gresham (cities of Mult. Co.)
Mike Hoglund	Metro
Dave Williams	ODOT
Bill Kennemer	Clackamas County