

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 01-\_\_\_\_ FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO APPROVE TRI-MET'S FY 01 APPROPRIATIONS

DATE: November 16, 2000

Presented by: Mike Hoglund

#### PROPOSED ACTION:

This resolution would amend the MTIP to approve obligation of new federal funds appropriated to five Tri-Met sponsored projects in FY 01. The projects include the Interstate MAX LRT extension, construction of the Milwaukie Transit Center, Wilsonville to Beaverton Commuter Rail design, improvement of the Pioneer Courthouse Visitor Center/Tri-Met Information Office, and ongoing support for the Tri-Met Jobs Access program.

#### EXISTING LEGISLATION

Federal regulations stipulate that federal transportation funds appropriated under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) must be included in an approved, conformed, financially constrained MTIP before they can be obligated.

#### BACKGROUND AND ANALYSIS

The MTIP currently approves obligation of various Tri-Met projects that rely on federal funding. The FY 01 Congressional appropriation allocates a variety of funds for ongoing support for several of these projects. Under federal planning regulations, the additional funds must be included in the MTIP before FTA can approve grants submitted by Tri-Met to access the federal funds. All the projects addressed in this resolution have been previously endorsed and the resolution deals only with approval of newly appropriated dollars. The projects and new funds are shown in Exhibit A of the resolution.

The most significant appropriation is \$7.5 million of Section 5309 New Start funds for the Interstate MAX LRT extension project. These funds are the first installment of appropriations established in the Full Funding Grant Agreement (FFGA) between the region and FTA. The total FFGA amount is for \$257.5 million of New Start funding.

The second appropriation addressed in this action is \$1.5 million of Section 5309 funds for construction of the Milwaukie Transit Center. This appropriation was anticipated in Metro Resolution No. 00-2980A, which:

- 1) approved obligation of up to \$4.0 million of federal funds for construction of the Milwaukie Transit Center;
- 2) approved reallocation of \$1.5 million of funds left over from the PSU Transit Center to the Milwaukie project; and
- 3) programmed \$650,000 of Section 5309 funds appropriated to the project in FY 00.

Total federal funds now appropriated to the Milwaukie Transit Center is therefore \$3.65 million. Under Metro Resolution No. 00-2980A, another \$350,000 of future federal appropriations to the project are authorized for obligation. This resolution addresses the FY 01 appropriation for information purposes only.

The third appropriation is another \$1.0 million of Section 5309 New Start funds for design of the Wilsonville to Beaverton Commuter Rail project. These funds supplement \$1.0 of regional STP funds allocated in the FY 2000 MTIP for environmental analysis of the project and \$500,000 of New Start funds appropriated to the project in FY 00. Conformity of the project recently received joint FHWA/FTA approval. With the current funds, total federal funds allocated to the project come to \$2.5 million.

The fourth appropriation is \$400,000 of Section 104, Transportation and Community and System Preservation program funds for enhancement of the Pioneer Courthouse Square Information Office shared by Tri-Met and the Portland Oregon Visitors Association (POVA). Regional funds to begin the improvement were approved in the FY 2000 MTIP. These funds enable completion of the Information Center reconstruction to fully accommodate both programs in the building.

The fifth appropriation approved for programming in this resolution is the combination of FY 00 (\$850,000) and FY 01 (\$1,840,000) Section 3037 funds for Tri-Met's Jobs Access and Reverse Commute Program. These funds have a 50 percent local match. The program objectives were approved in June 1999 by Metro Resolution No. 99-2799A. In general, the program objectives are to provide new, traditional transit services, social services outreach and allied non-traditional, non-SOV travel demand management strategies to address low income, employment-related transportation needs.

The Resolution, which also provided authority to program all subsequent Jobs Access appropriations to the program administratively. The current appropriations are therefor referenced in this resolution for information purposes only. Resolution 99-2799A, moved by the City of Gresham, also stipulates that TPAC and JPACT should revisit the program after the first year of appropriations to determine whether its expansion would be appropriate to include additional "transit hub" improvements. Federal appropriations to the program are running about \$600,000 above sums so far requested by Tri-Met. This Resolution therefor approves amendment of the Jobs Access program to include a Rockwood Transit Hub in Gresham, or elsewhere, in light of the funding windfall. The current appropriations are referenced in this resolution for information purposes only. In general, the program objectives are to provide new, traditional transit services, social services outreach and allied non-traditional, non-SOV travel demand management strategies to address low income, employment-related transportation needs.

#### ADMINISTRATIVE CONSIDERATIONS

**MTIP Financial Constraint.** All funds addressed in this resolution have been appropriated and their inclusion in the MTIP maintains financial constraint of the MTIP.

**Regional Transportation Plan (RTP) Financially Constrained System.** The Interstate MAX and Milwaukie Transit Center projects are included in the 2000 RTP as specific line item projects in the

financially constrained RTP project list. The Commuter Rail project was amended into the 1995 Financially Constrained network and is included in the 2000 RTP Financially Constrained network. The Pioneer Courthouse Square Project appropriation was not anticipated in the RTP but is encompassed within the RTP's general identification and approval of regional TDM initiatives. The Tri-Met Jobs Access program is specifically endorsed in RTP Chapter 1.3.3, Policy 5.2. As program funds were approved in the MTIP prior to adoption of the RTP, funding is not identified as a future needed resource in the Financially Constrained System project list.

**Conformity Status.** The Interstate MAX and Wilsonville to Beaverton Commuter Rail projects are included in the financially constrained system used to conform the 1995 RTP, as amended, the FY 2000 MTIP, and the 2000 RTP (conformity pending). The Milwaukie Transit Center is exempt by rule, but its effect on local circulation in Milwaukie was modeled as part of both the approved 1995 RTP/2000 MTIP Conformity determination quantitative analysis and the 2000 RTP analysis, whose federal approval is pending. The Pioneer Courthouse Square Information Office is exempt by rule. The Jobs Access Program is new transit service and TDM activity and is also exempt by rule.

#### BUDGET IMPACT

None.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 01-_____
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by
APPROVE TRI-MET'S FY 01	)	Councilor Jon Kvistad,
APPROPRIATIONS	)	JPACT Chair

WHEREAS, The region has previously approved various Tri-Met sponsored projects and programs, including the IMAX LRT extension, the Milwaukie Transit Center, the Wilsonville to Beaverton Commuter Rail project, Pioneer Courthouse Information Center Reconstruction and the Tri-Met Jobs Access and Reverse Commute program, for obligation of federal funds in the MTIP; and

WHEREAS, Congress has approved support for these five projects in the FY 01 appropriations bill, for the amounts shown in Exhibit A of this Resolution; and

WHEREAS, Tri-Met grant applications to obligate the newly appropriated federal funds cannot be approved by FTA until the MTIP is amended to program the appropriations for obligation; and

WHEREAS, The current action merely adds money to currently approved projects; and

WHEREAS, All the projects are currently identified in a conformed, financially constrained MTIP and STIP; and

WHEREAS, Resolution 99-2799A conditioned approval of the Tri-Met's Jobs Access Program to direct that TPAC and JPACT consider addition of new projects and transit hubs after the first year of the program; and

WHEREAS, Tri-Met and Gresham have been negotiating over the past year with respect to establishing a Rockwood Transit Hub as part of the program; and

WHEREAS, total three year appropriation to the Jobs Access program are nearly \$600,000 in excess of the \$3.0 million anticipated by Tri-Met (federal share); now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to approve obligation of the project sums shown in Exhibit A.
2. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others.

3. Amendment of the Jobs Access program, in light of higher than anticipated program revenues, to establish a Rockwood Transit Hub, or such other transit hubs as may be deemed by Tri-Met to be viable and consistent with the Jobs Access program, is approved, contingent on a report to TPAC and JPACT regarding any such adopted revisions.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2001.

\_\_\_\_\_, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

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**Tri-Met FY 01 Appropriations  
(Including FY 00 Jobs Access Program Funds)**

	FUND TYPE	MATCH RATIO	WORK PHASE	FEDERAL DOLLARS	TOTAL DOLLARS	YEAR
<b>Interstate MAX LRT Extension</b>	5309	0.7966	capital	\$7,500,000	\$9,415,014	FY 01
<b>Milwaukie Transit Center</b>	5309	0.8	capital	\$1,500,000	\$1,875,000	FY 01
<b>Wilsonville to Beaverton Commuter Rail</b>	5309	0.08	capital	\$1,000,000	\$1,250,000	FY 01
<b>Pioneer Square Information Center</b>	TCSP	0.8	capital	\$400,000	\$500,000	FY 01
<b>Jobs Access Program FY 00</b>	3037	0.5	capital	\$850,000	\$1,700,000	FY 01
<b>Jobs Access Program FY 01</b>	3037	0.5	capital	\$1,840,000	\$3,680,000	FY 01

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## STAFF REPORT

### FOR THE PURPOSE OF ADOPTING THE PROCEDURES AND CRITERIA FOR THE PRIORITIES 2002 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

December 29, 2000

Presented by: Richard Brandman

## PROPOSED ACTION

This resolution would approve a set of procedures and the basic technical and administrative criteria that will be used during the Priorities 2002 MTIP Update to nominate, evaluate and select projects to receive federal transportation funds in the FY 04-05 biennium.

## EXISTING LEGISLATION

Federal planning regulations designate JPACT and the Metro Council as the Portland area metropolitan planning organization that is responsible for allocating federal highway and transit funds to projects in the metropolitan area. Preparation of an MTIP is the means prescribed for doing this. JPACT and the Metro Council have traditionally approved the procedures and criteria to be used in each two year MTIP update prior to initiating the actual project solicitation and selection process. Projects approved for inclusion in the MTIP must come from a conforming, financially constrained transportation plan. The 1995 RTP, as amended, is the currently conforming plan. Approval of the 2000 RTP Conformity Determination is pending from the USDOT.

## BACKGROUND AND ANALYSIS

Metro is preparing a request to local jurisdictions to submit projects to Metro for evaluation and award of regional flexible transportation funding. Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The Priorities 2002 Update encompasses the four-year period of federal fiscal year's 2002 through 2005 (FY 02 - FY 05). This update will therefore adjust, as necessary, funds already allocated to projects in FY 02 and FY 03 in the current approved MTIP. It will also allocate funds to new projects in the last two years of the new MTIP (i.e., FY 04 and FY 05). The proposed Priorities 2002 MTIP update schedule is shown in Attachment 1.

The money available for allocation in the 2002 MTIP update is composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets. The region can allocate about \$20 million of STP funds to new projects in FY 04 – 05.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ

funds must demonstrate that some improvement of air quality will result from building or operating the project. The region can allocate about \$18 million of CMAQ funds to new projects.

The Oregon Transportation Commission (OTC) has decided not to allocate Transportation Enhancement (TE) funds in this Update. TE funds support more recreationally oriented transportation projects, including bike and pedestrian paths, and other non-automotive improvements. The OTC suspended allocation of this class of federal funds in order to focus resources on significant maintenance and rehabilitation needs of the state's existing roads and bridges. Again though, STP funds can also be used to fund most of these types of projects.

### ***State Highway System***

ODOT receives state and federal funds dedicated to maintenance and improvement of state highways and bridges. ODOT has primary responsibility for programming these funds. The OTC divides the funds to each of the five ODOT regions. Region 1, which includes all the urban portions of Multnomah, Clackamas and Washington Counties, expects to receive a combined amount of about \$349 million of these funds between FY 02 and 05. About \$160 million will be available for allocation to *new* projects in FY 04 and 05. However, ODOT's maintenance monitoring systems, for bridge, safety, pavement and operations, have already prioritized the candidate projects slated to receive these funds.

Of the \$160 million total, about \$136 million is targeted for preservation and rehabilitation of highway and bridge facilities in the region. About \$25 million is targeted for construction of added freeway capacity on US 26 in Washington County (addition of a third westbound lane from Hwy. 217 to Murray). The relationship of these funds to the regional flexible funds is shown in Attachment 2.

### ***Invitation for Public Comment***

Comparing this MTIP Update to previous efforts, there is not a lot of money available for new projects. Consequently JPACT and the Metro Council Transportation Planning Committee have proposed a less robust project solicitation process that relies to some degree on work completed in the last update, in the summer of 1999. Metro opened a 30-day comment period on this proposal on December 18, 2000 through January 16, 2001. Comment, primarily on three topics, was invited:

1. Goals that should guide the process;
2. Developing the pool of projects for evaluation; and
3. Criteria for selecting projects.

#### **1. Process Goals**

The following goals have been tentatively approved to provide a clear direction for the project nomination, ranking and selection process:

- Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.

- Establish a clear, simple, and understandable process that minimizes procedural hurdles while maintaining broad-based citizen participation.
- Fund the most critical projects that provide a clear public benefit, consistent with federal policies for addressing environmental justice issues.
- Emphasize projects and programs that most efficiently manage demand and enhance the operation of the existing transportation infrastructure. Look for low-cost projects that have large benefits.
- Consider funding logical project phases or projects that complete a logical gap in the system.
- Emphasize project construction (rather than project design efforts) either through direct funding or leveraging other potential revenue sources.
- Support projects that can be delivered in the timeframe of the FY 2002-2005 STIP.

## 2. Pool of Candidate Projects

- "Base Package" of Projects. JPACT and the Metro Council Transportation Planning Committee believe that since only limited funds are available, a streamlined process should be used to reduce staff time spent by Metro and responding jurisdictions on a detailed project solicitation request from Metro and the subsequent technical ranking process. In the last MTIP update, which concluded last year, about \$55 million worth of projects and programs from around the region were highly ranked in a so-called "150 percent list," yet were not funded. Metro staff recommended that these projects be considered a "Base Package" of project candidates in the 2002 MTIP update. (A list of these projects, including a brief narrative description of each project, is shown in Exhibit B of the Resolution.) TPAC's previous endorsement of this strategy remained unchanged at the January 5<sup>th</sup> meeting.
- Project Additions. This issue was further addressed by TPAC at the December 1<sup>st</sup> meeting and remained unchanged at the January 5<sup>th</sup> meeting. JPACT and the Metro Council Transportation Planning Committee concurred with the recommendation of Metro staff and TPAC that:
  - i. "addition" of new projects to the Base Package of highly ranked projects be cautiously allowed;
  - ii. any new projects should come from the Financially Constrained System of the 2000 RTP, or have been the result of a recently completed planning activity (e.g., the Gateway Regional Center Plan); and
  - iii. any new projects must meet or exceed Metro's requirements for public involvement. One or two add projects may be submitted on behalf of eligible sponsors by:
 

• Metro	• Washington Co. and its cities	• City of Portland
• Tri-Met	• Clackamas Co. and its cities	• Port of Portland
• DEQ	• Multnomah Co. and its cities	• Park & Recreation Districts
• ODOT		

TPAC endorsed the following guidelines for project additions:

- i. Limit the overall dollar amount and number of candidate projects in order to keep the program manageable.
  - ii. Maintain flexibility to add or drop projects based on local and regional priorities or to address changing conditions and current needs.
- TPAC also discussed two new policy recommendations to further clarify submission of new projects. They are:
    - i. Projects must be submitted with an accompanying letter documenting the approval action of an eligible jurisdiction's elected council or from an agency's council or board.
    - ii. A "cautious" submittal of additional projects is defined as a net of two new projects plus a few lower-cost projects may be substituted for projects removed from the "Base Package" list (i.e., the former "150 percent" list of highly ranked projects).

The first recommendation, to require a letter of documentation, is to ensure adequate and open discussion of the project submittals by elected or appointed officials and the public. The second recommendation defines "cautious" and allows for low-cost/big-bang projects to be added without penalty. While not defined by TPAC, Metro staff suggests that a "few low-cost projects" implies perhaps not more than three projects that total no more than \$500,000.

- Freeway Projects. At their November meeting, JPACT indicated a preference for not funding projects on limited access highways (i.e., freeways). Regional flexible funds have not previously been used to design or construct new freeway lanes or major interchange improvements. Minor interchange modifications, mostly to improve operation of major streets feeding onto freeways, have been previously funded. At the December 1<sup>st</sup> meeting, and again at the January 5<sup>th</sup> meeting, TPAC requested clarification as to whether this constituted a restriction on freeway-related preliminary engineering (PE), freeway interchange projects, or freeway projects submitted by local governments as one of their few allowed "add" projects. TPAC recommended:  
*"Permit submission of freeway-related PE, interchange and lane construction projects by local governments as one of their few allowed add projects in the allocation process."*
- Big Projects vs. Small Projects. TPAC made no further recommendation on this issue at the either the December 1, or January 5 meetings. Past allocations have generally funded projects that are less than \$6 million, even when resources have been greater. The alternative is to give more money to a few larger projects, or do a combination program of various project sizes. JPACT and the Metro Council Transportation Planning Committee have suggested remaining flexible on this issue, meaning to allow locals to decide their priorities.
- Regional Programs. Over the years, Metro has funded a number of regional programs (e.g., the Regional TDM program, Intelligent Transportation System (ITS) deployment,

etc.). Tracking data indicate that many of these programs return high value for low cost. JPACT and the Metro Council Transportation Planning Committee have recommended that ongoing regional programs should be evaluated for effectiveness as a prelude to considering funding levels for the programs in the current update. At the January 5<sup>th</sup> meeting, TPAC endorsed this concept but desired to stress its recommendation that the actual determination of whether to continue funding of existing programs, and at what levels, should be done at the same time that consideration is given to overall allocations to new phases of existing projects and/or wholly new project initiatives. Continuation of existing programs would require about \$9 million. The programs are shown in Attachment 3.

### 3. Allocation Process and Selection Criteria

As discussed above, Metro must settle on a method for selecting a pool of candidate projects to evaluate in the Priorities 2002 MTIP Update process. Metro must then settle on a *project ranking process* to pick the projects that will be awarded money. In the past, Metro has used a five-step process, which is summarized in Exhibit C of the Resolution, to conduct project nominations, ranking and selection. The same basic process is recommended for the current update. During discussion of the criteria at JPACT and the Metro Council Transportation Planning Committee, two recommendations were presented for consideration.

- A. Should the Technical Criteria be amended to award up to 60 points, out of 100, toward a project's support of Metro's Region 2040 land use objectives? The current approved criteria award 40 points. Regional flexible funds are some of the only dollars available that can be targeted to enhance the kind of multi-modal travel options that are required to successfully achieve Metro's desired compact development patterns.
- B. Should Metro narrow Salmon Recovery as a non-technical consideration in the project selection process? Since the last update, ODOT and the City of Portland have completed inventories of road culverts that significantly impede salmon spawning in area streams. Metro is preparing a regional priority list. The Metro Council Transportation Planning Committee has recommended that a project's "salmon benefit" (i.e., transportation projects that coincidentally rebuild problem culverts) should specifically refer to these priority culvert lists and that the lists should be circulated to area agencies as part of the project solicitation package. The resolution includes this refinement.
  - At the both the December 1<sup>st</sup> and January 5<sup>th</sup> meetings, TPAC endorsed the salmon benefit refinement. Some TPAC representatives were concerned that other salmon-related project benefits (e.g., longer bridges to avoid stream impacts) might merit consideration and that "priority culvert-repair" is too narrow a criterion.
  - TPAC recommended that the 2040 points remain unchanged during this update; that significant weight is already placed on this criterion in the current ranking system and that assessment of the success of the current criteria at selecting "2040-friendly" projects should be made after the current update. There was discussion at TPAC that changing the point system at this time would add uncertainty to the process. Also, it was suggested that the 2040 emphasis should be addressed not in the technical

ranking, but rather in the modal allocation and program development phase of the process. Given the complexity of the discussion, TPAC suggested the entire process, criteria and allocation procedures be reviewed following the completion of the Priorities 2002 MTIP. The review would focus on fine tuning the process to ensure future allocations maximize implementation of the Region 2040 concept and the RTP. A Resolve was added to the resolution to reflect this recommendation to update the process.

If JPACT and the Metro Council decide to increase the 2040 emphasis to 60 points, Metro staff recommends that ten points each should be added to the two existing 2040 criteria. For all modes but Transit, TDM and TOD, the following point changes should be implemented:

- i. *Effectiveness* – reduce to 20 points from 25 points;
- ii. *Cost Effectiveness* – reduce to 10 points from 15 points; and
- iii. *Safety* – reduce to 10 points from 20 points.

For Transit and TDM, ten points each should be taken from Effectiveness (reduce to 25 points from 35 points) and Cost Effectiveness (reduce to 15 points from 25 points).

For TODs, no change is recommended: the existing point system already heavily emphasizes increase of mixed-used density which is at the heart of the 2040 land use objectives. Additionally, Metro staff considers Effectiveness and Cost Effectiveness to be crucial considerations with respect to the viability of this program and these factors should retain a relatively higher emphasis.

- **TPAC members raised a concern** that the criteria might better assess the effects of nominated projects on movement of freight and goods, either as they improve such movement, or hinder it. Resolve 7 of the resolution is meant to reflect this discussion.

#### BUDGET IMPACT

None.

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Attachments: Attachment 1: 2002 MTIP Update/2040 Implementation Program Key Milestones  
Attachment 2: Regional Flexible Funds vs. State Highway Funds  
Attachment 3: Regional Programs Funded in the MTIP



**METRO**

**2002 MTIP UPDATE/  
2040 IMPLEMENTATION PROGRAM  
KEY MILESTONES\***

The table identifies proposed milestones related to the 2002-2005 Metropolitan Transportation Improvement Program update. All dates are tentative and subject to change. Please call the Metro Hotline at 797-1900, option 3, or the Metro web site at [www.metro-region.org](http://www.metro-region.org) for updated times and dates for hearings and meetings.

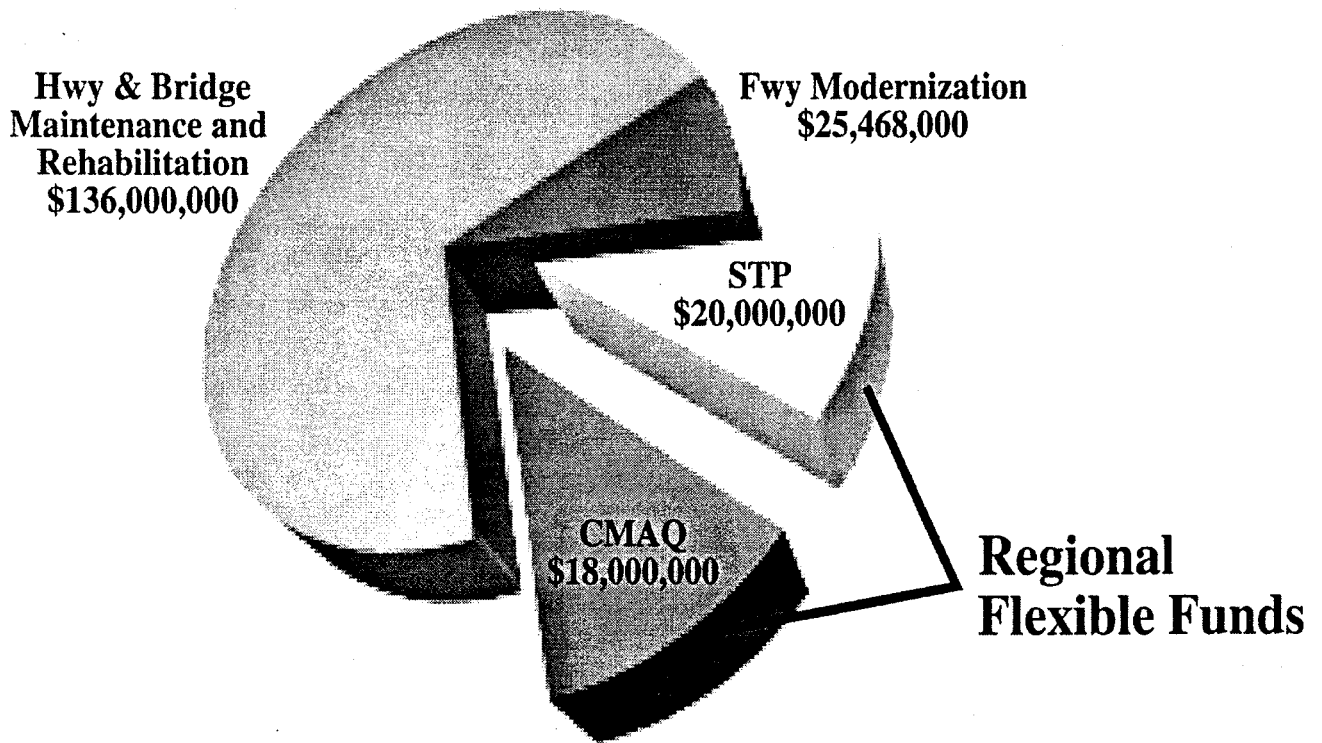
<b>Tentative Schedule</b>	
September 25, 2000	Public Notification to Kick-Off Process
December 18, 2000	Initiate 30-day Public Review on Process and Criteria
January 5, 2000	Proposed TPAC Action on Process and Criteria
January 16, 2001	Proposed Public Hearing on Criteria; Close Public Review Period
January 18, 2001	Proposed JPACT Action on Criteria and Process
January 25, 2001	Proposed Metro Council Action on Criteria and Process
January 26-March 9, 2001	Project Solicitation Period
March 2001	Rank Projects
April 2001	Release Technical Ranking and Draft Program
April/May 2001	Public Outreach/Program Revision
June 1, 2001	TPAC Recommendation on Final Program
June 2001	Proposed Public Hearings and JPACT/Metro Council Adoption on Funding Allocation
Summer 2001	<ul style="list-style-type: none"> <li>• Air Quality Conformity Public Review and Action</li> <li>• OTC Submittal</li> <li>• Final Action on 2002-2005 Full MTIP</li> </ul>

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\* This table does not reflect a joint schedule in cooperation with ODOT's development of the State Transportation Improvement Program (STIP). As that information becomes available, the table will be revised. However, as has occurred in the past, in order to simplify information review and outreach opportunities, the MTIP and STIP development processes will be combined to the degree possible.

**PRIORITIES 2002 MTIP UPDATE/  
2040 IMPLEMENTATION PROGRAM**

**Regional Flexible funds vs. State Highway funds**



# **PRIORITIES 2002 MTIP UPDATE/ 2040 IMPLEMENTATION PROGRAM**

## **Regional Programs Funded in the MTIP**

<b>Regionally Supported Programs</b>	<b>Cost During FY 04-05*</b>	
Regional Planning Program	\$1,400,000	
TOD Revolving Loan Fund	2,000,000	
Regional TDM Program	1,400,000	
1.5 Percent Annual Transit Service Increase	NA	**
ECO Clearinghouse	94,000	
SMART TDM Program	110,000	
Transportation Management Associations	500,000	
Transit Choices for Livability (TCL)	2,900,000	
Region 2040 Initiatives	500,000	
Regional Freight Program	500,000	
Regional ITS Arterial Management Program	NA	***
<b>TOTAL:</b>	<b>\$9,404,000</b>	

\* Costs shown assume two years funding (i.e., FY 04-05) at annual levels approved in the prior Update.

\*\* The State (Air Quality) Implementation Plan commits the region to provide average annual transit service increases of 1.5 percent. A \$1.0 million allocation roughly equals a one percent service increase. The region has met this commitment through 2006. However, the region's policies state that increases above 1.5 percent annually are desirable.

\*\*\* The region's ITS program is being incrementally deployed and addresses freeway, transit and arterial operations. Regional funds have been allocated to plan and begin deployment of the arterial component of the program. Though composed of discrete projects, ITS is addressed here as a program because the full benefits of any one corridor enhancement are not achieved until management of the system of intersecting corridors as a whole can be optimized.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 01-_____
PROCEDURES AND CRITERIA FOR THE	)	
PRIORITIES 2002 METROPOLITAN	)	Introduced by
TRANSPORTATION IMPROVEMENT	)	JPACT Chair
PROGRAM (MTIP) UPDATE.	)	

WHEREAS, JPACT and the Metro Council are identified in federal regulations as the Portland area Metropolitan Planning Organization responsible for the allocation of federal highway and transit funding; and

WHEREAS, Federal regulations identify preparation of a metropolitan transportation improvement program (MTIP) as the means for making the allocation of such funds; and

WHEREAS, Federal regulations require that the MTIP be included without change in the State TIP by incorporation or by reference; and

WHEREAS, JPACT and the Metro Council have traditionally submitted the procedures and criteria that they propose to use to prepare MTIP updates for comment by affected agencies and members of the public; and

WHEREAS, The Regional Transportation Plan was adopted in August 10 2000 and represents the transportation implementation component to the Region 2040 Growth Concept; and

WHEREAS, New funding for transportation projects is limited to about \$38 million, split between federal fiscal years 2004 and 2005; and

WHEREAS, About half of these funds cannot be used to design or construct general purpose automobile travel lanes; and

WHEREAS, The amount of funds does not warrant dedication of substantial staff time by representatives of the region's operating agencies to prepare detailed responses to a project solicitation; and

WHEREAS, JPACT and the Metro Council Transportation Planning Committee propose the Priorities 2002 MTIP Update goals and objectives shown in Exhibit A; and

WHEREAS, The region has available a "Base Package" of highly ranked candidate projects, shown in Exhibit B, that were not selected for funding in the Priorities 2000 MTIP Update concluded only 18 months ago; and

WHEREAS, The "Base Package" of projects also includes regional programs that have received funding in prior MTIP updates and will require continuation of funding if they are not terminated; and

WHEREAS, All projects selected for funding in the MTIP must also either be included, or amended into a Financially Constrained Network of the Regional Transportation Plan which is shown to conform with the State (Air Quality) Implementation Plan; and

WHEREAS, JPACT and the Metro Council Transportation Planning Committee have proposed to permit Metro, Tri-Met, DEQ, ODOT, the Port of Portland, the City of Portland and Clackamas, Multnomah and Washington Counties, and their cities working through their county representatives, and regional park and recreations districts (working through their respective county representatives) to submit one or two additional projects for evaluation; and

WHEREAS, JPACT and the Metro Council Transportation Planning Committee have proposed to use the technical and administrative ranking criteria and selection process summarized in Exhibit C, and intended to implement the 2040 Growth Concept and the Regional Transportation Plan; and

WHEREAS, Amendment of these criteria have been proposed to refine the importance of salmon recovery aspects of nominated projects by limiting consideration of "fish friendly" project features to only those projects which address culverts named in any of the several state, regional and local culvert priority lists that have been developed; and

WHEREAS, TPAC has noted that movement of freight and employees are keystones to the region's economic health and resulting freight transportation project revenue stream; and

WHEREAS, Metro staff will coordinate with staff at ODOT Region 1 and Tri-Met regarding prioritization of projects and allocation of funds primarily subject to their discretion, that must however, also be reflected in the MTIP and the financially constrained RTP system; and

WHEREAS, further opportunity for agency and public input to the project evaluation and selection process will be provided in spring 2001, before final approval of an FY 2002 MTIP; now, therefore,

BE IT RESOLVED,

1. The Priorities 2002 MTIP Update goals and objectives stated in Exhibit A are approved.
2. Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.
3. The "Base Package" of projects listed in Exhibit B is approved for use in the Update.
4. Funding levels for existing regional programs shall be considered at the same time as allocation of funds to new transportation projects or programs.
5. The procedures and criteria summarized in Exhibit C will be used during the update and may be refined as needed by staff to reflect the most current demographic and technical information available.
6. The administrative criteria are amended to limit consideration of salmon recovery project benefits to only those projects that improve culverts identified in any of the approved state, regional, or local priority lists available within the course of project selection.
7. The "multi-modal benefit" administrative criterion includes recognition of potential benefits or constraints to freight movement associated with a project.
8. Following conclusion of the current update, an assessment will be performed of whether the allocation process and criteria hereby approved support transportation and land use goals and objectives of the Region 2040 growth concept.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

\_\_\_\_\_  
David Bragdon, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

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12/26/2000

**PRIORITIES 2002 MTIP UPDATE  
REGION 2040 IMPLEMENTATION PROGRAM**

**Process Goals**

Metro has tentatively approved the following goals to provide a clear direction for the project nomination, ranking and selection process. They are:

- Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.
- Establish a clear, simple, and understandable process that minimizes procedural hurdles while maintaining broad-based citizen participation.
- Fund the most critical projects that provide a clear public benefit, consistent with federal policies for addressing environmental justice issues.
- Emphasize projects and programs that most efficiently manage demand and enhance the operation of the existing transportation infrastructure. Look for low-cost projects that have large benefits.
- Consider funding logical project phases or projects that complete a logical gap in the system.
- Emphasize project construction (rather than project design efforts) either through direct funding or leveraging other potential revenue sources.
- Support projects that can be delivered in the timeframe of the FY 2002-2005 STIP.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

## **PLANNING PROJECT NOMINATIONS**

- RPIng1**      **Core Regional Transportation Planning Program**  
Metro      FY 01-03 (3 years) funding to support staff, staff support and public involvement activities for Metro efforts in the areas of Transportation Planning, Travel Forecasting and Technical Assistance. These funds would support routine elements of Metro's planning functions, as opposed to major new initiatives. This includes conducting corridor studies, development of the regional transportation plan and MTIP, maintenance and incremental enhancement of the regional travel forecasting model, monitoring of regional transportation trends and statistics, communication of travel forecasting efforts and provision of technical services to Metro's regional partners.
- RPIng2**      **Green Streets Handbook**  
Metro      Funding for Metro staff/consultant project to prepare handbook providing guidance for addressing environmental design features in regional transportation facilities, especially concerning fish passage, road runoff, wildlife corridors and adjacency to sensitive habitats, with a focus on urban reserve facility planning.

## **ROAD MODERNIZATION**

- CM2**      **Harmony/Linwood Railroad Avenue Intersection**  
Clack Co      Request for PE to construct grade separation of the intersection from the UP/SP RR tracks and improve access to future Linwood LRT station.
- CM7**      **Clackamas County ITS/ATMS Plan & Program**  
Clack Co      Funding to develop a transportation technology system plan for County and city facilities (\$100,000) and \$1.325 million to begin implementing plan recommendations for signal interconnection and timing optimization, communication and computer processing needs, and traffic control and incident management strategies.
- MM3**      **223<sup>rd</sup> Avenue RR Overcrossing**  
Mult Co      Reconstruct substandard overcrossing to widen from 20 feet to Collector of Regional Significance standards, including bike connections to 40-mile loop and regional recreations and freight facilities.
- MM7**      **Gresham/Multnomah County ATMS Program, Phase 3**  
Gresham/  
Mult Co      Install 12 CCTV cameras, 12 variable message signs and five highway advisory radio emitters throughout City/County facilities for detection and management of arterial incidents, especially in proximity to freeway facilities.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

- WM1 Farmington Rd: Hocken/Murray**  
Beaverton Widen Farmington Rd to five lanes w/ bike lanes and sidewalks. Provide double left as Farmington/Murray "Boulevard" intersection.
- WM2 Murray Blvd: Scholls Ferry/Barrows**  
Beaverton Construct new six-lane "Boulevard" intersection at Murray/Scholls Ferry; extend Murray as four lane major arterial to Barrows.
- WM10 Cedar Hills Boulevard/Barnes Road Intersection**  
Wash Co Reconstruct intersection and approaches (new NB/EB travel lanes, added NB/SB/E left turn refuge, new EB/ WB right turn lanes), upgrade Cedar Hills/ Barnes signal, install new signal at US 26 off-ramp to Cedar Hills, interconnect four signals between Barnes and Butner.
- WM13 SE 10<sup>th</sup> Avenue: E. Main/SE Baseline**  
Hillsboro Construct new 12-foot wide, 900-foot long turn lane and new 13-foot sidewalk in station area.
- WM17 I-5/Nyberg Interchange Widening**  
Tualatin Cooperate with ODOT to widen Nyberg overcrossing with two new travel lanes and sidewalks and widen SB off-ramp from I-5 to Nyberg.
- WM19 SW Greenburg Road: Washington Square/Tiedeman Avenue**  
Tigard Widen 3,100 feet of Greenburg from three to five lanes. Improve pavement from Washington Square Drive to Highway 217; provide transitions on Tiedeman to Greenburg intersection and on Greenburg past intersection with Tiedeman.

## **ROADWAY RECONSTRUCTION**

- PR3 NW 23rd Avenue: Burnside/Lovejoy Street**  
Portland Reconstruct NW 23<sup>rd</sup> Ave pavement and restripe facility to accommodate one lane of traffic in each direction, on-street parking and accommodate bicyclists on street.
- PR5 SE Holgate Boulevard: SE 42<sup>nd</sup> Avenue/SE 52<sup>nd</sup> Avenue**  
Portland Reconstruct SE Holgate Boulevard pavement structure and stormwater drainage facilities. Reconstruct corner curb ramps to ADA standards.

## **BRIDGE IMPROVEMENTS**

- PBr3 Broadway Bridge/Approaches Rehabilitation Phase 5**  
Mult Co/  
Portland Partial funding of a \$20 million project to replace deck grating on the main span of the bridge and paint the lower structural members.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

## **FREIGHT IMPROVEMENT**

- PF7**      **Marine Drive: BNSF O'Xing/Kelly Point Park**  
 Port of      PE for second phase of widening. Design 1,400 rail O'xing; construct 64' wide curb  
 Portland      to-curb pavement w/ four 12' travel lanes, two 6' bike lanes, 4' median; add  
                  sidewalks.
- RPIng3**    **I-5 Trade Corridor Study**  
                  Funding to conclude analysis of improvements needed within the north Portland  
                  portion of the multistate I-5 corridor.
- Rplang4**    **Regional Freight Program Analysis**  
                  Funding to continue refinement of data collection and model validation concerning  
                  effects of local freight delivery on the regional arterial system.

## **BOULEVARD IMPROVEMENTS**

- CBL2**      **Willamette Drive: "A" St/McKillican**  
 West Linn      Provide median/turn lane, narrowed travel lanes, standard bicycle lanes, boulevard  
                  sidewalks, pedestrian crossings and median refuges, bus pullouts.
- CBL4**      **"A" Avenue Improvement**  
 Lake Oswego      Extend Phase 1 "A" Avenue improvements to Highway 43.
- MBL1**      **Division Street: Cleveland/Birdsdale**  
 Gresham      Implement Boulevard design along 1.5 mile street section through the Gresham  
                  Regional Center.
- MBL2**      **Stark Street: 181<sup>st</sup>/197<sup>th</sup>**  
 Gresham      Expand on pedestrian friendly treatments currently under construction in the  
                  Rockwood Transit Center renovation at 188<sup>th</sup> and Stark Street.
- PBL2**      **Gateway Regional Center**  
 Portland      Begin implementation of concepts identified in the Gateway Regional Center  
                  Transportation Study.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

**WBL1**      **Cornell Road: Trail Ave/Saltzman Road**  
Wash Co      Wider sidewalks, curb extensions, bus stop enhancements, raised medians, pedestrian scale lighting, street furniture, enhanced landscaping and "gateway features" at entry points to town center.

**WBL2**      **Main Street: 10<sup>th</sup>/20<sup>th</sup> Boulevard**  
Cornelius      Funding for reconstruction of TV Hwy/20<sup>th</sup> intersection and enhancement of the Cornelius Main Street Couplet.

**WBL6**      **Hall Boulevard: Cedar Hills/Hocken**  
Wash Co      Build 750 feet, three-lane extension of Hall with two 12-foot travel lanes, a continuous left-turn lane, sidewalks and bike lanes.

### **PEDESTRIAN IMPROVEMENTS**

**Pbi7**      **Eastbank Riverfront Access and Neighborhood Connections**  
Portland      Implement streetscape improvements to enhance the pedestrian experience along the designated routes through the Central Eastside Industrial area.

**WP2**      **Milikan Way: Murray/Hocken**  
Wash Co.      Construct 5' sidewalk with street lights for 3,000' along south side of Milikan Way.

### **BICYCLE IMPROVEMENTS**

**CBi3**      **Phillip Creek Greenway Trail: Causey Ave/Mt. Scott Greenway Trail**  
Clack Co      Construction of 1.1 mile trail mostly within Clackamas Regional Center boundaries.

**CBi12**      **Willamette Shoreline Rail: Lake Oswego/Sellwood Bridge**  
Portland      Feasibility Study for Mutli-Use trail.

**MBi1**      **Gresham Fairview Trail: Springwater Trail/Marine Drive**  
Gresham      5.2 mile multi-use path designed for bike and pedestrian use.

**PBi1**      **Morrison Bridge Pedestrian Bike Accessibility**  
Portland      Permanent bike, pedestrian and disabled access across main span of the Morrison Bridge. Reduce number of lanes from 6 to 5 lanes (3 westbound and 2 lanes eastbound).

**PBi2**      **Peninsula Crossing Trail, North Portland Road Improvements**  
Metro      Complete second phase of Peninsula Crossing trail project from present terminus on N. Portland Rd. at the Treatment Plant, north to Marine Drive.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

**PBi3**            **Marine Drive Multi-Use Trail Segments: Bridgeton Road/13<sup>th</sup> Avenue; 28<sup>th</sup>/33<sup>rd</sup> Ave; and 112<sup>th</sup>/122<sup>nd</sup> Avenue**  
Portland        Construct two-way bike path along the south side of Marine Drive.

**PBi6**            **Eastbank Trail: OMSI/Springwater Trail Completion**  
Portland        *PBi6a:* North end of Water Avenue from Caruthers Street south to the Oregon Pacific right of way will be paved with bicycle and pedestrian improvements.  
*PBi6b:* Convert Umatilla and Spokane Streets to bicycle boulevards; or Develop off street trail (Umatilla St. to Springwater) and construct three bridges.

**WB10**           **Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry**  
THPRD         Construct a 10-foot wide path with boardwalks and bridge structures.

**TRANSPORTATION DEMAND MANAGEMENT**

**TDM1**           **Regional TDM Program**  
Tri Met/  
Region         Funding needed by Tri Met to continue provision of its core services to the Regional Transportation Demand Management (TDM) program.

**TDM3**           **Employee Commute Options**  
DEQ/  
Region         Four-year funding needed by DEQ to continue provision of ECO information clearing house services which compliments the Regional TDM Program housed at Tri-Met.

**TDM4**           **Region 2040 Initiatives**  
Tri Met/  
Region         Request to reserve up to \$500,000 per year for a 4-year program to implement innovative transit solutions in and around the Central City, Regional Centers and other locations. Focus would be to serve locations of high regional significance, or to address such criteria as may be recommended by the TDM Subcommittee for TPAC approval.

**TDM5**           **TMA Assistance Program**  
Tri Met/  
Region         Request for up to \$500,000 per year for a 4-year program to competitively award funding of preliminary feasibility analyses and to provide 3-years of phased-down assistance per adopted regional procedures for Transportation Management Associations (TMAs). Requests will be evaluated by the TPAC TDM Subcommittee.

**TDM6**           **SMART TDM Program**  
Willsonville    Four year funding to expand So. Metro Area Rapid Transit TDM outreach.

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

**TRANSIT-ORIENTED DESIGN**

- |                          |   |
|--------------------------|---|
| <b>RTOD1</b><br>Metro    | <b>TOD Program</b><br>Region-wide program to stimulate market for transit-oriented development along eastside MAX and the Westside extension. Funding will be used either to provide infrastructure needed to support transit-oriented development or to buy land for subsequent sale for development. Specific projects and/or developers will be selected through a competitive solicitation process. The funding request of \$2.5 million per year will allow for approximately six projects per year based on project to date requiring \$50,000 to \$1,000,000 each. |
| <b>PTOD2</b><br>Portland | <b>N Macadam District Streets and Connections</b><br>Improvements in this request will be spread through the district, which is bounded by the Marquam Bridge to the north, the Willamette River to the east, SW Hamilton Court to the south and I-5 to the west. Connections into and out of the district to the regional system will also be included.  |

**PUBLIC TRANSIT PROJECTS**

- |                                       |  |
|---------------------------------------|--|
| <b>WTr2</b><br>Wash Co                | <b>Washington County Bus Stop Enhancement Project</b><br>Package of bus stop improvements including provision of bus shelters at high use stops, bus benches at stops with a medium level of boarding activities, lighting enhancements, landing pad improvements, pedestrian links and bicycle racks.               |
| <b>CTr1</b><br>Wilsonville<br>(SMART) | <b>S.M.A.R.T. Transit Center and Park &amp; Ride Lot</b><br>Purchase of 2.5 acres of land on the corner of Elligsen and Parkway Center Drive in Wilsonville in order for SMART to build a transit center and 250 space Park & Ride lot.  |
| <b>CTr2</b><br>Lake<br>Oswego         | <b>Willamette Shore Line Trestle and Related Track Repairs</b><br>Trestle repair work on the Willamette Shore Line Trolley.  |
| <b>RTr1</b><br>Tri Met                | <b>Regional Contribution for Airport LRT</b><br>Funds to supplement Tri-Met's capital program, thereby allowing them the financial capacity to contribute Tri-Met General Funds to construction of light rail to the Portland International Airport and to the Portland International Center Mixed used development. |

**PRIORITIES 2002 MTIP UPDATE/  
REGION 2040 IMPLEMENTATION PROGRAM:  
Description of Recommended "Base Package" Project Candidates**

**RTr2**  
Tri Met      **Service Increase for Regional/Town Center TCL**  
Purchase 56 new/replacement buses for Tri-Met in order to establish new Transit Choices for Livability (TCL) services focused on Regional and Town Centers throughout the region. At the conclusion of its service plan update in late spring, Tri-Met would present its base service plan (which is funded through their existing resources) for review by JPACT and the Metro Council and seek concurrence for planned service expansion proposed to be funded through these regional funds. This four-year, \$4 million per year regional allocation would provide funds to Tri-Met's capital program, thereby allowing them to increase service by \$4 million.

November 28, 2000  
TW

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**EXHIBIT B**

A. Planning			B. Road Modernization			C. Road Reconstruction			D. Bridge		
Rank		Amount	Rank		Amount	Rank		Amount	Rank		Amount
Residual Unfunded Requests			Residual Unfunded Requests			Residual Unfunded Requests			Residual Unfunded Requests		
	RPlng1 Core Regional Planning Program	\$1.400	4	CM7 Clackamas Co. ITS Program	\$0.500	2	PR3 NW 23rd-Burnside/Lovejoy	\$0.825	2	PBR3 Broadway Brdg Deck Rehab	\$3.651
	RPlng2 Green Streets Handbook	\$0.090	5	MM7 Gresham/Mult. Co. ITS Program	1.000	3	PR5 SE Holgate: 42nd/52nd	0.797			
			6	CM7 Clack. Co. ITS/ATMS	0.625						
			10	WM1 Farmington: Hocken/Murray (RW/Con)	9.500						
			11	WM19 Greenbrg Rd: Wash Sq/ Tiedeman (RW/Partial Con)	0.774						
			12	MM3 223rd O'Xing (RW)	0.149						
			13	CM2 Harmony/Linwood/Railroad ROW/Con	5.000						
			16	WM17 I-5/Nyberg Interchange (RW/Con)	0.783						
			19	WM13 SE 10th: E Main/SE Baseline RW	0.495						
			43	WM2 Murray Ext: Scholls/Walnut PER/W	1.707						
	Proposed Total:	\$1.490		Proposed Total:	\$20.533		Proposed Total:	\$1.622		Proposed Total:	\$3.651
E. Freight			F. Boulevard			G. Pedestrian			H. Bike/Trail		
Rank		Amount	Rank		Amount	Rank		Amount	Rank		Amount
Residual Unfunded Requests			Residual Unfunded Requests			Residual Unfunded Requests			Residual Unfunded Requests		
2	PF7 Marine Dr: BNSF O'Xing (PE)	\$1.294	1	MBL1 Division: Cleveland/Birdsdales	\$0.289	1	WP2 Millikan Way: Murray/Hocken	\$0.224	1	PBI1 Morrison Br. Ped/Bike Access.	\$1.470
NA	RPlng3 I-5 Trade Corridor Study	0.250	3	MBL2 Stark St	0.800	7	PBI7 E. Bank Riverfront Access	0.340	2	CB13 Philip Creek Greenway Trail (Con)	0.266
NA	RPlng4 Reg. Freight Prog. Analysis	0.050	5	PBL2 Gateway Reg. Cntr	1.000				12	PBI5 Marine Dr. Multi-use Trail Segments (Con)	0.500
			9	WBL1 Cornell: Trail Aw/Saltman Rd	1.800				14	WBI10 Fanno Crk Trail Phase 2 (Con)	0.852
			10	CBL4 A Ave Improvement (L.O.)	2.700				15	MBI11 Gresham/Fairview Trail (Con)	0.852
			12	CBL2 Willamette Dr.: "A" St/McKillican	0.900				16	PBI2 Peninsula Crossing Trail- Ph. 2	0.359
			14	WBL8 Hall Blvd: Cedar Hills/Hocken	2.000				18	CB112 Will. Shoreline Bike Study	0.150
			15	WBL2 Main St: 10th/20th (Cornelius)	0.500				27	PBI6b E. Bank Trail - Phase 2 (Con)	0.471
				Cornell Rd R/W	0.540						
				Hall Blvd PE	0.045						
	Proposed Total:	\$1.594		Proposed Total:	\$10.574		Proposed Total:	\$0.564		Proposed Total:	\$4.920
I. TDM			J. TOD			K. Transit					
Rank		Amount	Rank		Amount	Rank		Amount			
Residual Unfunded Requests			Residual Unfunded Requests			Residual Unfunded Requests					
5	TDM5 TMA Assist Program	\$0.500	1	RTOD1 Metro TOD Program	\$2.000	2	WTR2 Wash. Co. Bus Stop Enhancements	\$0.675			
6	TDM4 Region 2040 Initiatives	0.500	2	PTOD2 N. Macadam Dist Streets	1.500	3	RTR2 Service Increase for Reg/T.C. TCL	2.900			
	Regional TDM Program	1.400				4	CTR2 Will. Shoreline Trestle/Track Repair	0.397			
	ECO Clearinghouse	0.094				6	CTR1 SMART (Wilson/V) Transk Cntr/P&R	1.172			
	SMART TDM Program	0.110									
	Proposed Total:	\$2.604		Proposed Total:	\$3.500		Proposed Total:	\$5.144			

**NOTE: Bold projects received initial phase/partial program implementation funding in the FY 2000 MTIP Update.**

Available  
revenue

# Priorities 2002 MTIP Update/ 2040 Implementation Program Proposed project selection process

EVALUATION							SELECTION		
STEP 1	STEP 2	STEP 3					STEP 4	STEP 5	
Receive project application	Apply threshold criteria	Calculate technical score					Rank projects by technical score	Consider administrative criteria	Adopt funding recommendation
From state, regional and local jurisdictions, including park and recreation districts	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.	Mode	Goal: support 2040	Goal: highly effective	Goal: very cost effective	Goal: enhance system safety	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.  <i>Note: possible points are indicated in circles</i>	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 commitment?  Does the project include significant multi-modal benefits?  Is there an affordable housing connection?  What other factors are not reflected by the technical criteria?	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.)
		Road Mod	<div>Support 2040:  1. Increased access and circulation to priority land uses 20  2. Serves increased mix use density 20  <i>Note: JPACT and Metro council have suggested increasing total point value from 40 to 60.</i></div>	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 vehicle speed; enhance alternative mode 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		



**METRO**

To: JPACT Members

From: Council Presiding Officer David Bragdon  
Deputy Presiding Officer Susan McLain  
Councilor Rex Burkholder  
Councilor Bill Atherton

Re: Resolution No. 01-3025, MTIP Allocation Process and Review Criteria

Date: January 11, 2001

Resolution No. 01-3025, relating to the allocation process and review criteria for the next MTIP funding cycle, has been filed with the Council Office and is scheduled to be heard by the Community Planning Committee at its January 16 meeting. The resolution also is scheduled for JPACT consideration at its January 18 meeting. The purpose of this memorandum is to inform you that we will be submitting the attached set of three amendments for consideration by the council committee.

We believe that these proposed changes would address and clarify several issues that have been debated at TPAC. First, they will expand citizen participation in the allocation process. Second, they will address the need for greater clarity in the guidelines for adding or substituting projects for consideration during the process. And third, they will outline for you and others involved in the process, the specific elements of 2040 implementation that the Council will focus on when it considers projects for funding.

We hope that this information will assist you in your deliberations on this resolution.

**PROPOSED AMENDMENT #1  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

The purpose of this amendment is to express the Council's intent that all jurisdictions that submit projects for consideration shall have at least one public hearing on the proposed submittal list prior to final adoption. The process goals would be amended to reflect this intent and the solicitation period would be extended by one month to insure that adequate time is available to schedule and conduct such a hearing.

**Amend Exhibit A, Related to Process Goals**

Add the following language to the second goal related to broad-based citizen participation:

"Such participation shall include a public hearing by each local jurisdiction prior to the submittal of its list of proposed projects or programs."

**Amend Attachment 1—"Tentative Schedule"**

1. Change the date for Metro Council Action on Criteria and Process from January 18 to January 25.
2. Change the Project Solicitation Period from January 19-March 2 to January 26 to April 2
3. Change the date for Rank Projects from March 2001 to April 2001
4. Change the date for Release Technical Rankings and Draft Program from April 2001 to May 2001
5. Change the date for Public Outreach/Program Revision from April/May 2001 to May/June 2001
6. Change the date for TPAC Recommendation on Final Program from June 1 to July 4
7. Change the date for Proposed Public Hearings and JPACT/Metro Council Adoption on Funding Allocation from June 2001 to July 2001

**PROPOSED AMENDMENT #2  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

At the January 9 Council informal, concern was expressed that the language in the resolution related to the addition or substitution of projects is ambiguous and does not provide specific parameters concerning the number or size of the projects. The intent of this amendment is to provide clarification concerning the ability of jurisdictions to substitute or add projects to the "base package" list. The amendment would provide a clear limit on the number of projects and the maximum cost of such added or substituted projects.

If each of the eligible project sponsors were to submit new projects totaling the maximum amount permitted under the amendment, the total cost of the projects under consideration would be approximately two times the amount of available funding. This would be far more manageable than the last allocation process which resulted in the submission of projects totaling more than four times the amount of available funding.

**Amendment to the Committee Staff Report:**

At the end of the discussion on pg. 4 related to "Project Additions" add the following language:

" It is the Council's intent that each of the eligible project sponsors shall have to opportunity to submit up to five new projects with a total estimated cost not to exceed \$2 million. Each eligible sponsor also shall have to opportunity to substitute a new project or projects for any of their projects currently included on the base package list. The total estimated cost of any new substituted project or projects may not exceed the cost of the project to be removed from the base package list by more than 10 percent."

**PROPOSED AMENDMENT #3  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

The intent of this amendment is to provide clarification concerning those elements of 2040 implementation that the Council will focus on when selecting the projects and programs that will be funded during the current allocation process. This intent would be expressed through an amendment to the process goals outlined in Exhibit A to the proposed resolution.

**Amend Exhibit A, Related to Process Goals**

Following the first bulleted goal, add the following new goal:

# 1 "Council consideration of the funding of proposed projects and programs will focus on the extent to which such projects or programs facilitate the implementation of the following specific elements of the 2040 Concept Plan:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles
- 5) development of a multi-modal transportation system
- 6) projects for which there is no other readily available source of funding

Step 5 in the ranking process related to allocation criteria shall specifically address the elements of 2040 implementation outlined in this goal. If a project or program is recommended for funding, findings shall be prepared that address how the project or program is consistent with the 2040 implementation elements outlined in this goal."



**METRO**

To: JPACT Members

From: John Houser, Senior Council Analyst

Re: Community Planning Committee Amendment Related to Resolution No. 01-3025

Date: January 17, 2001

At its January 15 meeting, the Community Planning Committee adopted the attached amendments related to the proposed MTIP review criteria and process as outlined in proposed Resolution No. 01-3025. Amendments No. 2 and 3 are identical to those provided to you in the original JPACT agenda packet (lavender pages).

Amendment No. 1, as originally proposed, would have required a public hearing on the proposed submittal list. The committee amended this language. The intent of the new language is to give local jurisdictions the flexibility to apply their own procedures to the consideration of the submittal list, provided that such consideration occurs at a public meeting of the governing body.

**COMMUNITY PLANNING COMMITTEE AMENDMENT #1  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

The purpose of this amendment is to express the Council's intent that all jurisdictions that submit projects for consideration shall have at least one public hearing on the proposed submittal list prior to final adoption. The process goals would be amended to reflect this intent and the solicitation period would be extended by one month to insure that adequate time is available to schedule and conduct such a hearing.

**Amend Exhibit A, Related to Process Goals**

The original proposed amendment would have added the following language to the second goal related to broad-based citizen participation:

"Such participation shall include a public hearing by each local jurisdiction prior to the submittal of its list of proposed projects or programs."

Committee action replaced this language with the following:

"The list of proposed projects shall be submitted based on a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent."

**Amend Attachment 1—"Tentative Schedule"**

1. Change the date for Metro Council Action on Criteria and Process from January 18 to January 25.
2. Change the Project Solicitation Period from January 19-March 2 to January 26 to April 2
3. Change the date for Rank Projects from March 2001 to April 2001
4. Change the date for Release Technical Rankings and Draft Program from April 2001 to May 2001
5. Change the date for Public Outreach/Program Revision from April/May 2001 to May/June 2001
6. Change the date for TPAC Recommendation on Final Program from June 1 to July 4
7. Change the date for Proposed Public Hearings and JPACT/Metro Council Adoption on Funding Allocation from June 2001 to July 2001

**COMMUNITY PLANNING COMMITTEE AMENDMENT #2  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

At the January 9 Council informal, concern was expressed that the language in the resolution related to the addition or substitution of projects is ambiguous and does not provide specific parameters concerning the number or size of the projects. The intent of this amendment is to provide clarification concerning the ability of jurisdictions to substitute or add projects to the "base package" list. The amendment would provide a clear limit on the number of projects and the maximum cost of such added or substituted projects.

If each of the eligible project sponsors were to submit new projects totaling the maximum amount permitted under the amendment, the total cost of the projects under consideration would be approximately two times the amount of available funding. This would be far more manageable than the last allocation process which resulted in the submission of projects totaling more than four times the amount of available funding.

**Amendment to the Committee Staff Report:**

At the end of the discussion on pg. 4 related to "Project Additions" add the following language:

" It is the Council's intent that each of the eligible project sponsors shall have the opportunity to submit up to five new projects with a total estimated cost not to exceed \$2 million. Each eligible sponsor also shall have the opportunity to substitute a new project or projects for any of their projects currently included on the base package list. The total estimated cost of any new substituted project or projects may not exceed the cost of the project to be removed from the base package list by more than 10 percent."

**COMMUNITY PLANNING COMMITTEE AMENDMENT #3  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

The intent of this amendment is to provide clarification concerning those elements of 2040 implementation that the Council will focus on when selecting the projects and programs that will be funded during the current allocation process. This intent would be expressed through an amendment to the process goals outlined in Exhibit A to the proposed resolution.

**Amend Exhibit A, Related to Process Goals**

Following the first bulleted goal, add the following new goal:

# 1 "Council consideration of the funding of proposed projects and programs will focus on the extent to which such projects or programs facilitate the implementation of the following specific elements of the 2040 Concept Plan:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles
- 5) development of a multi-modal transportation system
- 6) projects for which there is no other readily available source of funding

Step 5 in the ranking process related to allocation criteria shall specifically address the elements of 2040 implementation outlined in this goal. If a project or program is recommended for funding, findings shall be prepared that address how the project or program is consistent with the 2040 implementation elements outlined in this goal."



**METRO**

**To: JPACT Members**

**From: John Houser, Senior Council Analyst**

**Re: Community Planning Committee Amendment Related to Resolution No. 01-3025**

**Date: January 17, 2001**

1487  
At its January 15 meeting, the Community Planning Committee adopted the attached amendments related to the proposed MTIP review criteria and process as outlined in proposed Resolution No. 01-3025. Amendments No. 2 and 3 are identical to those provided to you in the original JPACT agenda packet (lavender pages).

Amendment No. 1, as originally proposed, would have required a public hearing on the proposed submittal list. The committee amended this language. The intent of the new language is to give local jurisdictions the flexibility to apply their own procedures to the consideration of the submittal list, provided that such consideration occurs at a public meeting of the governing body.

**COMMUNITY PLANNING COMMITTEE AMENDMENT #1  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

The purpose of this amendment is to express the Council's intent that all jurisdictions that submit projects for consideration shall have at least one public hearing on the proposed submittal list prior to final adoption. The process goals would be amended to reflect this intent and the solicitation period would be extended by one month to insure that adequate time is available to schedule and conduct such a hearing.

**Amend Exhibit A, Related to Process Goals**

The original proposed amendment would have added the following language to the second goal related to broad-based citizen participation:

"Such participation shall include a public hearing by each local jurisdiction prior to the submittal of its list of proposed projects or programs."

Committee action replaced this language with the following:

*new or substituted*  
"The list of proposed projects shall be submitted based on a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent."

**Amend Attachment 1—"Tentative Schedule"**

1. Change the date for Metro Council Action on Criteria and Process from January 18 to January 25.
2. Change the Project Solicitation Period from January 19-March 2 to January 26 to April 2
3. Change the date for Rank Projects from March 2001 to April 2001
4. Change the date for Release Technical Rankings and Draft Program from April 2001 to May 2001
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6. Change the date for TPAC Recommendation on Final Program from June 1 to July 4
7. Change the date for Proposed Public Hearings and JPACT/Metro Council Adoption on Funding Allocation from June 2001 to July 2001

**COMMUNITY PLANNING COMMITTEE AMENDMENT #2  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

At the January 9 Council informal, concern was expressed that the language in the resolution related to the addition or substitution of projects is ambiguous and does not provide specific parameters concerning the number or size of the projects. The intent of this amendment is to provide clarification concerning the ability of jurisdictions to substitute or add projects to the "base package" list. The amendment would provide a clear limit on the number of projects and the maximum cost of such added or substituted projects.

If each of the eligible project sponsors were to submit new projects totaling the maximum amount permitted under the amendment, the total cost of the projects under consideration would be approximately two times the amount of available funding. This would be far more manageable than the last allocation process which resulted in the submission of projects totaling more than four times the amount of available funding.

**Amendment to the Committee Staff Report:**

At the end of the discussion on pg. 4 related to "Project Additions" add the following language:

"It is the Council's intent that each of the eligible project sponsors shall have the opportunity to submit up to five new projects with a total estimated cost not to exceed \$2 million. Each eligible sponsor also shall have the opportunity to substitute a new project or projects for any of their projects currently included on the base package list. The total estimated cost of any new substituted project or projects may not exceed the cost of the project to be removed from the base package list by more than 10 percent."

**COMMUNITY PLANNING COMMITTEE AMENDMENT #3  
RESOLUTION NO. 01-3025**

**Amendment Intent:**

The intent of this amendment is to provide clarification concerning those elements of 2040 implementation that the Council will focus on when selecting the projects and programs that will be funded during the current allocation process. This intent would be expressed through an amendment to the process goals outlined in Exhibit A to the proposed resolution.

**Amend Exhibit A, Related to Process Goals**

Following the first bulleted goal, add the following new goal:

# 1 "Council consideration of the funding of proposed projects and programs will focus on the extent to which such projects or programs facilitate the implementation of the following specific elements of the 2040 Concept Plan:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles
- 5) development of a multi-modal transportation system
- 6) projects for which there is no other readily available source of funding

Step 5 in the ranking process related to allocation criteria shall specifically address the elements of 2040 implementation outlined in this goal. If a project or program is recommended for funding, findings shall be prepared that address how the project or program is consistent with the 2040 implementation elements outlined in this goal."

DATE: Jan. 16, 2001

TIME: 1:00 p.m.



**METRO**

**Transportation Department**

600 NE Grand  
Portland, Oregon 97232-2736  
(503) 797-1755

**METRO FAX NUMBERS**

(503) 797-1930

(503) 797-1794

Please deliver the following material as soon as possible

TO: JPACT Members and Alternates

Councilor Rod Monroe, Chair  
Councilor Rex Burkholder  
Mayor Rob Drake  
Commissioner Charlie Hales  
Mr. Fred Hansen  
Commissioner Bill Kennemer  
Councilor Jim Kight  
Councilor Rod Park  
Commissioner Craig Pridemore  
Mayor Royce Pollard  
Councilor Karl Rohde  
Commissioner Roy Rogers  
Ms. Kay Van Sickel  
Mr. Mike Thorne  
Mr. Don Wagner

Commissioner Tom Brian  
Mr. Peter Capell  
Ms. Grace Crunican  
Commissioner Serena Cruz  
Mr. Andy Ginsburg  
Councilor Carl Hosticka  
Commissioner Mike Jordan  
Mayor Vera Katz  
Ms. Mary Legry  
Ms. Annette Liebe  
Mr. Dave Lohman  
Mr. Dean Lookingbill  
Mayor Lou Ogden  
Councilor Mike Schaufler

FROM: Rooney Barker, JPACT Recording Secretary, Metro Transportation Department

# of pages (including cover memo): 9

Message: Faxing amended staff report to 1487SR.doc (7 pages) as well as amended Attc. 3. These  
were corrections that should have been included in your agenda packet. The remaining pages (resolution,  
exhibits, other attachments, etc.) have not been amended. I apologize for the mix-up.

Call sending operator, Rooney Barker, at (503) 797-1755.

## STAFF REPORT

### FOR THE PURPOSE OF ADOPTING THE PROCEDURES AND CRITERIA FOR THE PRIORITIES 2002 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

December 29, 2000

Presented by: Richard Brandman

## PROPOSED ACTION

This resolution would approve a set of procedures and the basic technical and administrative criteria that will be used during the Priorities 2002 MTIP Update to nominate, evaluate and select projects to receive federal transportation funds in the FY 04-05 biennium.

## EXISTING LEGISLATION

Federal planning regulations designate JPACT and the Metro Council as the Portland area metropolitan planning organization that is responsible for allocating federal highway and transit funds to projects in the metropolitan area. Preparation of an MTIP is the means prescribed for doing this. JPACT and the Metro Council have traditionally approved the procedures and criteria to be used in each two year MTIP update prior to initiating the actual project solicitation and selection process. Projects approved for inclusion in the MTIP must come from a conforming, financially constrained transportation plan. The 1995 RTP, as amended, is the currently conforming plan. Approval of the 2000 RTP Conformity Determination is pending from the USDOT.

## BACKGROUND AND ANALYSIS

Metro is preparing a request to local jurisdictions to submit projects to Metro for evaluation and award of regional flexible transportation funding. Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The Priorities 2002 Update encompasses the four-year period of federal fiscal year's 2002 through 2005 (FY 02 - FY 05). This update will therefore adjust, as necessary, funds already allocated to projects in FY 02 and FY 03 in the current approved MTIP. It will also allocate funds to new projects in the last two years of the new MTIP (i.e., FY 04 and FY 05). The proposed Priorities 2002 MTIP update schedule is shown in Attachment 1.

The money available for allocation in the 2002 MTIP update is composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets. The region can allocate about \$20 million of STP funds to new projects in FY 04 – 05.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project. The region can allocate about \$18 million of CMAQ funds to new projects.

The Oregon Transportation Commission (OTC) has decided not to allocate Transportation Enhancement (TE) funds in this Update. TE funds support more recreationally oriented transportation projects, including bike and pedestrian paths, and other non-automotive improvements. The OTC suspended allocation of this class of federal funds in order to focus resources on significant maintenance and rehabilitation needs of the state's existing roads and bridges. Again though, STP funds can also be used to fund most of these types of projects.

### ***State Highway System***

ODOT receives state and federal funds dedicated to maintenance and improvement of state highways and bridges. ODOT has primary responsibility for programming these funds. The OTC divides the funds to each of the five ODOT regions. Region 1, which includes all the urban portions of Multnomah, Clackamas and Washington Counties, expects to receive a combined amount of about \$349 million of these funds between FY 02 and 05. About \$160 million will be available for allocation to *new* projects in FY 04 and 05. However, ODOT's maintenance monitoring systems, for bridge, safety, pavement and operations, have already prioritized the candidate projects slated to receive these funds.

Of the \$160 million total, about \$136 million is targeted for preservation and rehabilitation of highway and bridge facilities in the region. About \$25 million is targeted for construction of added freeway capacity on US 26 in Washington County (addition of a third westbound lane from Hwy. 217 to Murray). The relationship of these funds to the regional flexible funds is shown in Attachment 2.

### ***Invitation for Public Comment***

Comparing this MTIP Update to previous efforts, there is not a lot of money available for new projects. Consequently JPACT and the Metro Council Transportation Planning Committee have proposed a less robust project solicitation process that relies to some degree on work completed in the last update, in the summer of 1999. Metro opened a 30-day comment period on this proposal on December 18, 2000 through January 16, 2001. Comment, primarily on three topics, was invited:

1. Goals that should guide the process;
2. Developing the pool of projects for evaluation; and
3. Criteria for selecting projects.

## 1. Process Goals

The following goals have been tentatively approved to provide a clear direction for the project nomination, ranking and selection process:

- Implementation of the Region 2040 land use goals and objectives and the Regional Transportation Plan is the primary goal for the Priorities 2002 MTIP.
- Establish a clear, simple, and understandable process that minimizes procedural hurdles while maintaining broad-based citizen participation.
- Fund the most critical projects that provide a clear public benefit, consistent with federal policies for addressing environmental justice issues.
- Emphasize projects and programs that most efficiently manage demand and enhance the operation of the existing transportation infrastructure. Look for low-cost projects that have large benefits.
- Consider funding logical project phases or projects that complete a logical gap in the system.
- Emphasize project construction (rather than project design efforts) either through direct funding or leveraging other potential revenue sources.
- Support projects that can be delivered in the timeframe of the FY 2002-2005 STIP.

These goals were supported by TPAC at their January 5<sup>th</sup> meeting. TPAC recommended making implementation of the Region 2040 Concept and the RTP as the first objective (as shown above).

## 2. Pool of Candidate Projects

- “Base Package” of Projects. JPACT and the Metro Council Transportation Planning Committee believe that since only limited funds are available, a streamlined process should be used to reduce staff time spent by Metro and responding jurisdictions on a detailed project solicitation request from Metro and the subsequent technical ranking process. In the last MTIP update, which concluded last year, about \$55 million worth of projects and programs from around the region were highly ranked in a so-called “150 percent list,” yet were not ~~funded~~ programmed due to a lack of funds. Metro staff recommended that these projects be considered a “Base Package” of project candidates in the 2002 MTIP update. (A list of these projects, including a brief narrative description of each project, is shown in Exhibit B of the Resolution.) TPAC’s previous endorsement of this strategy remained unchanged at the January 5<sup>th</sup> meeting.
- Project Additions. This issue was further addressed by TPAC at the December 1<sup>st</sup> meeting and remained unchanged at the January 5<sup>th</sup> meeting. JPACT and the Metro Council Transportation Planning Committee concurred with the recommendation of Metro staff and TPAC that:
  - i. “addition” of new projects to the Base Package of highly ranked projects be cautiously allowed;

- ii. any new projects should come from the Financially Constrained System of the 2000 RTP, or have been the result of a recently completed planning activity (e.g., the Gateway Regional Center Plan); and
- iii. any new projects must meet or exceed Metro's requirements for public involvement. One or two add projects may be submitted on behalf of eligible sponsors by:
  - Metro
  - Washington Co. and its cities
  - City of Portland
  - Tri-Met
  - Clackamas Co. and its cities
  - Port of Portland
  - DEQ
  - Multnomah Co. and its cities
  - Park & Recreation Districts
  - ODOT

On January 5<sup>th</sup>, TPAC endorsed the following guidelines for project additions:

- i. Limit the overall dollar amount and number of candidate projects in order to keep the program manageable.
- ii. Maintain flexibility to add or drop projects based on local and regional priorities or to address changing conditions and current needs.
- TPAC also discussed two new policy recommendations to further clarify submission of new projects. They are:
  - i. Projects must be submitted with an accompanying letter documenting the approval action of an eligible jurisdiction's elected council or from an agency's council or board.
  - ii. A "cautious" submittal of additional projects is defined as a net of two new projects plus a few lower-cost projects may be substituted for projects removed from the "Base Package" list (i.e., the former "150 percent" list of highly ranked projects).

The first recommendation, to require a letter of documentation, is to ensure adequate and open discussion of the project submittals by elected or appointed officials and the public. The second recommendation defines "cautious" and allows for low-cost/big-bang projects to be added without penalty. While not defined by TPAC, Metro staff suggests that a "few low-cost projects" implies perhaps not more than three projects that total no more than \$500,000.

- Freeway Projects. At their November meeting, JPACT indicated a preference for not funding projects on limited access highways (i.e., freeways). Regional flexible funds have not previously been used to design or construct new freeway lanes or major interchange improvements. Those projects have generally been the responsibility of ODOT. Minor interchange modifications, mostly to improve operation of major streets feeding onto freeways, have been previously funded. At the December 1<sup>st</sup> meeting, and again at the January 5<sup>th</sup> meeting, TPAC requested clarification as to whether this constituted a restriction on freeway-related preliminary engineering (PE), freeway interchange projects, or freeway projects submitted by local governments as one of their few allowed "add" projects. TPAC recommended:

*“Permit submission of freeway-related PE, interchange and lane construction projects by local governments as one of their few allowed add projects in the allocation process.”*

This TPAC recommendation varies from JPACT discussion to not allow freeway mainline capacity projects to be eligible. This will be a key discussion point for JPACT at their January 18<sup>th</sup> meeting.

- Big Projects vs. Small Projects. TPAC made no further recommendation on this issue at either the December 1, or January 5 meetings. Past allocations have generally funded projects that are less than \$6 million, even when resources have been greater. The alternative is to give more money to a few larger projects, or do a combination program of various project sizes. JPACT and the Metro Council Transportation Planning Committee have suggested remaining flexible on this issue, meaning to allow locals to decide their priorities.
- Regional Programs. Over the years, Metro has funded a number of regional programs (e.g., the Regional TDM program, Intelligent Transportation System (ITS) deployment, etc.). Tracking data indicate that many of these programs return high value for low cost. JPACT and the Metro Council Transportation Planning Committee have recommended that ongoing regional programs should be evaluated for effectiveness as a prelude to considering funding levels for the programs in the current update. At the January 5<sup>th</sup> meeting, TPAC endorsed this concept but desired to stress its recommendation that the actual determination of whether to continue funding of existing programs, and at what levels, should be done at the same time that consideration is given to overall allocations to new phases of existing projects and/or wholly new project initiatives. Continuation of existing programs would require about \$9 million. The programs are shown in Attachment 3.

### 3. Allocation Process and Selection Criteria

As discussed above, Metro must settle on a method for selecting a pool of candidate projects to evaluate in the Priorities 2002 MTIP Update process. Metro must then settle on a *project ranking process* to pick the projects that will be awarded money. In the past, Metro has used a five-step process, which is summarized in Exhibit C of the Resolution, to conduct project nominations, ranking and selection. The same basic process is recommended for the current update. During discussion of the criteria at JPACT and the Metro Council Transportation Planning Committee, two recommendations were presented for consideration.

- A. Should the Technical Criteria be amended to award up to 60 points, out of 100, toward a project's support of Metro's Region 2040 land use objectives? The current approved criteria award 40 points. Regional flexible funds are some of the only dollars available that can be targeted to enhance the kind of multi-modal travel options that are required to successfully achieve Metro's desired compact development patterns.

B. Should Metro narrow Salmon Recovery as a non-technical consideration in the project selection process? Since the last update, ODOT and the City of Portland have completed inventories of road culverts that significantly impede salmon spawning in area streams. Metro is preparing a regional priority list. The Metro Council Transportation Planning Committee has recommended that a project's "salmon benefit" (i.e., transportation projects that coincidentally rebuild problem culverts) should specifically refer to these priority culvert lists and that the lists should be circulated to area agencies as part of the project solicitation package. The resolution includes this refinement.

- At the both the December 1<sup>st</sup> and January 5<sup>th</sup> meetings, TPAC endorsed the salmon benefit refinement. Some TPAC representatives were concerned that other salmon-related project benefits (e.g., longer bridges to avoid stream impacts) might merit consideration and that "priority culvert-repair" is too narrow a criterion.
- TPAC recommended that the 2040 points remain unchanged during this update; that significant weight is already placed on this criterion in the current ranking system and that assessment of the success of the current criteria at selecting "2040-friendly" projects should be made after the current update. There was discussion at TPAC that changing the point system at this time would add uncertainty to the process. Also, it was suggested that the 2040 emphasis should be addressed not in the technical ranking, but rather in the modal allocation and program development phase of the process. Given the complexity of the discussion, TPAC suggested the entire process, criteria and allocation procedures be reviewed following the completion of the Priorities 2002 MTIP. The review would focus on fine tuning the process to ensure future allocations maximize implementation of the Region 2040 concept and the RTP. A Resolve was added to the resolution to reflect this recommendation to update the process.

If JPACT and the Metro Council decide to increase the 2040 emphasis to 60 points, Metro staff recommends that ten points each should be added to the two existing 2040 criteria. For all modes but Transit, TDM and TOD, the following point changes should be implemented:

- i. *Effectiveness* – reduce to 20 points from 25 points;
- ii. *Cost Effectiveness* – reduce to 10 points from 15 points; and
- iii. *Safety* – reduce to 10 points from 20 points.

For Transit and TDM, ten points each should be taken from Effectiveness (reduce to 25 points from 35 points) and Cost Effectiveness (reduce to 15 points from 25 points).

For TODs, no change is recommended: the existing point system already heavily emphasizes increase of mixed-used density which is at the heart of the 2040 land use objectives. Additionally, Metro staff considers Effectiveness and Cost Effectiveness to be crucial considerations with respect to the viability of this program and these factors should retain a relatively higher emphasis.

- **TPAC members raised a concern** that the criteria might better assess the effects of nominated projects on movement of freight and goods, either as they improve such movement, or hinder it. Resolve 7 of the resolution is meant to reflect this discussion, and a “Whereas” added to the resolution that recognizes the importance of freight and employee movement to the regional economy.

#### BUDGET IMPACT

None.

TW:MH:rmb ~~1-9-01~~1-12-01

C:\Resolutions\2001\BS1487\1-12-01\_Revisions\BS1487SR.doc

Attachments: Attachment 1: 2002 MTIP Update/2040 Implementation Program Key Milestones  
Attachment 2: Regional Flexible Funds vs. State Highway Funds  
Attachment 3: Regional Programs Funded in the MTIP

# **PRIORITIES 2002 MTIP UPDATE/ 2040 IMPLEMENTATION PROGRAM**

## **Regional Programs Funded in the MTIP**

<b>Regionally Supported Programs</b>	<b>Cost During FY 04-05*</b>
Regional Planning Program	\$1,400,000
TOD Revolving Loan Fund	2,000,000
Regional TDM Program	1,400,000
1.5 Percent Annual Transit Service Increase	NA **
ECO Clearinghouse	94,000
SMART TDM Program	110,000
Transportation Management Associations	500,000
Transit Choices for Livability (TCL)	2,900,000
Region 2040 Initiatives	500,000
Regional Freight Program	TBD
Regional ITS Arterial Management Program	NA ***
<b>TOTAL:</b>	<b>\$8,904,000</b>

\* Costs shown assume two years funding (i.e., FY 04-05) at annual levels approved in the prior Update.

\*\* The State (Air Quality) Implementation Plan commits the region to provide average annual transit service increases of 1.5 percent. A \$1.0 million allocation roughly equals a one percent service increase. The region has met this commitment through 2006. However, the region's policies state that increases above 1.5 percent annually are desirable.

\*\*\* The region's ITS program is being incrementally deployed and addresses freeway, transit and arterial operations. Regional funds have been allocated to plan and begin deployment of the arterial component of the program. Though composed of discrete projects, ITS is addressed here as a program because the full benefits of any one corridor enhancement are not achieved until management of the system of intersecting corridors as a whole can be optimized.

## **Fax Cover Sheet**

**To:** Hon. Rod Monroe,  
JPACT Chair

**Fax No.:** 503 797-1930

**From:** David C. Ripma

**Date:** January 16, 2001

Total of 2 pages including cover sheet.

Please call David Ripma at 503 252-5436, ext. 8754, if there are problems with this transmission.

# *East Multnomah County Transportation Committee*

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County

January 11, 2001

Rod Monroe  
JPACT Chair  
Metro Regional Center  
600 NE Grand Ave.  
Portland OR 97227

The East Multnomah County Transportation Committee (EMCTC) at their January 8, 2001 meeting discussed the most recent proposals for the MTIP Process and Criteria for FY04-05. We were pleased to hear that TPAC did not endorse changing the point allocation between "2040 Support" and "Other categories." This aligns well with our previous and current position that no changes be made to the criteria for this round of funding allocation. It is not a wise use of our jurisdictions' staff time or of Metro's staff time and resources to enter a lengthy process when the region already has adequate information to assist in the decision making process.

The consideration of additional staff time applies to the notion of submitting new projects, either as a substitution or as a "cautious" submittal of new projects. By allowing a project to be submitted that has not previously been rated and ranked will consume valuable staff time. We continue to oppose allowing substitutions or new projects in this process.

Lastly, we disagree with the TPAC endorsement to allow funding for freeway-related preliminary engineering, interchange construction, or expansion projects on limited access highways in this round of the MTIP.

Thank you for the opportunity to comment on this important matter. We look forward to an efficient process to allocate the available funds for 2004-05.

Sincerely,

  
Dave Ripma  
Vice-Chair

East Multnomah County Transportation Committee

c: Jim Kight, EMCTC Member  
Multnomah County Commissioner Serena Cruz  
EMCTC members

KSCK2602 LTR (TRANPIGAE)

## **Summary of public comments on Priorities 2002 MTIP 1/17/01**

The public comment period for Priorities 2002 MTIP process and criteria began Dec. 18, 2000 and ended Jan. 16, 2001. The following is a summary:

### **A. Three letters were received from the following jurisdictions:**

#### **1. Portland Parks and Recreation:**

- supports the base package of projects.
- requests flexibility to reallocate and consolidate project costs within the current project base package.
- wants the East Bank Trail – Phase 2 to be their top priority in the base package of projects.
- is interested in completing gaps and construction projects in this MTIP process.
- supports any economies that could allow more funds for project construction.
- has a concern about the cap on total costs of projects nominated by each jurisdiction.
- believes existing points for land use are adequate.
- does not support a tight linkage to a culvert list because they see other ways to benefit salmon.

**2. The City of Wilsonville** supports the proposed increase of 2040 Plan land use points in the selection criteria: from 40 to 60 points out of a possible 100.

#### **3. East Multnomah County Transportation Committee:**

- wants no change to the point allocation for 2040 land use support.
- opposes the addition of any substitute or new projects to the proposed “base package” project list.
- disagrees with TPAC’s recommendation to allow funding for freeway-related preliminary engineering, interchange construction or expansion projects on limited access highways in this round of the MTIP.

### **B. One e-mail was received from a citizen, as follows:**

Walt Mintkeski of Southeast Portland supports the proposal to add bridges to the Springwater Corridor at McLoughlin, Union Pacific mainline and Johnson Creek in order to better connect the Springwater Trail to the East Bank Trail and to OMSI.

### **C. Testimony was presented by 10 citizens at the Metro Council Community Planning Committee on January 16, 2001.**

The following citizens presented testimony (as summarized below):

1. Barbara Wilson, Beaverton, OR
2. Greg Macpherson, SE Portland
3. Chris Smith, Citizens for Sensible Transportation

4. Frank Orem, Sierra Club and TPAC
5. Ross Williams, Citizens for Sensible Transportation
6. Larry Mills, Kenton Action Plan
7. Lenny Anderson, Swan Island TMA
8. Dave Stewart, Citizens for Sensible Transportation
9. Barbara Walker, SW Portland
10. Jim Howell, AORTA

- Several citizens supported a requirement that all agencies provide opportunity for public review of project lists prior to submission to Metro for ranking in the Priorities 2002 MTIP update.

- From those testifying, no one spoke in favor of widening Hwy. 26 and instead wanted more funding for alternative transportation.

- Several citizens were in favor of transportation projects that reinforce 2040 land use planning.

- Cost effectiveness of alternative transportation was emphasized.

- One citizen requested a cooperative approach to improving transportation access to the Kenton town center.

- One citizen wanted more road capacity for freight and more transit options for employees.

- One citizen requested funding for the Tigard Transportation Plan.

- One citizen requested a multi-destinational transit system using existing infrastructure, such as commuter rail on railroad lines and public transit on freeways.



**Southwest Region**  
11018 Northeast 51<sup>st</sup> Circle  
PO Box 1709 Vancouver, WA 98668-1709  
(360) 905-2000

January 10, 2001

TO: JPACT

FROM: Donald R. Wagner, P.E., Regional Administrator

SUBJECT: *Overview of Washington Blue Ribbon Commission on Transportation  
Recommendations*

The Washington Blue Ribbon Commission on Transportation was established in May of 1998 by the Washington State Legislature and is composed of 46 members from business, industry, the environmental community and government. Its charter was to ...“conduct a comprehensive analysis of statewide transportation needs and priorities; existing and potential transportation funding mechanisms, and the policies and practices of governmental entities, private businesses, and labor that affect the delivery of transportation programs and projects.”

On November 29, 2000 the Blue Ribbon Commission completed over two years of work and handed their recommendations to the Governor and Legislature. Governor Locke, along with the State Legislative leaders accepted the Commission recommendations and agreed to begin addressing the fundamental changes to transportation planning, finance, construction and service recommended by the Commission in the new legislative session that began in January 2001.

The recommendations of the Commission center around the six critical elements listed below:

- Establishing benchmarks and performance standards then measuring progress;
- Increasing accountability and implementing aggressive efficiencies;
- Investing in the basics to keep the statewide transportation system functioning well;
- Empowering regions to fix their own problems by managing and funding improvements;
- Ensuring funding will address needs; and
- Adopting an early action legislative package.

Early Action Package. A legislative “early action package” was proposed that increases revenues by \$11.54 billion, with 11 new state and local taxes over the next six years.

Benchmarks. The cornerstone of both solving transportation problems and restoring public confidence is the establishment of benchmarks and performance standards. The intent of the benchmarks is to tie future funding for transportation agencies to their performance measured against the benchmarks. The recommended benchmarks include the following: ensuring that zero percent of highways and local

arterials are in poor condition; measuring driver delay against the national average; controlling administrative costs; measuring transit agencies' operating costs; and meeting air quality requirements.

Accountability. The Blue Ribbon Commission recommended that the Secretary of Transportation should be appointed by the Governor instead of the Transportation Commission as currently structured. The Transportation Commission role would change to become a "Transportation Accountability Commission" that would act as a single independent point of accountability for monitoring and reporting the statewide transportation system performance at all levels.

Regional Empowerment. The Commission recommended that regions be allowed to plan, select, fund, and implement projects identified to meet the region's transportation and land use goals. Their recommendations advanced a number principles and ideas of how to begin the process of strengthening the regional transportation component. These include the following:

- Governance for transportation seems to work best when authority for planning, funding and implementing projects rests with a given body.
- A regional model of governance is a principle that allows decision-making and funding to occur closer to home, where the problems are understood best and the solutions can be implemented.
- The regional principle seems to be most applicable to the larger metropolitan areas, where the transportation issues are complex, traffic congestion is the worst and the drive for immediate action is high.
- Within the regional context it is important to recognize the importance of maintaining the integrity of the system and that strong regions within a strong state system of transportation governance will produce the best results.
- Different solutions will be necessary for different regions of the state.
- The principle of "no new net bureaucracy" stands in regard to the regional organizations and supports the goal of minimizing structural redundancy.
- Only the Legislature can solve the funding problem, either by direct appropriation, and/or by granting regions different funding capacities.

A more detailed summary of the Commission's recommendations and benchmarks is attached. Additional information, including a powerpoint presentation is also available on the Commission's website <http://www.brct.wa.gov/>.

Attachments: Summary of Recommendations  
Summary of Recommended Benchmarks



## Summary of Recommendations

1. **Adopt transportation benchmarks as a cornerstone of government accountability at the state, city, county, and transit district levels.** Measure results and monitor performance of government in meeting transportation benchmarks. Tie transportation funding to progress in achieving benchmarks. *(See Summary of Recommended Benchmarks for more detail)*
2. **Establish a single point of accountability at the state level, strengthening the role of the state in ensuring accountability of the statewide transportation system.** Grant the Governor oversight of the Washington State Department of Transportation (WSDOT), including the appointment of its secretary. Grant the Washington Transportation Commission new authority as the Transportation Accountability Commission (TAC), a single, independent point of accountability for monitoring and reporting the performance of the statewide transportation system at all levels.
3. **Direct a thorough and independent performance review of WSDOT administration practices and staffing levels.** Look for additional efficiencies in the administrative functions within the department.
4. **Remove the barriers to achieving the transportation benchmarks for efficiency and system performance by providing funding for a strong state and strong regional transportation system.** Provide local governments and transportation agencies funding and authority to implement efficiencies and raise regional revenues to meet the new benchmarks. Authorize and encourage jurisdictions to share resources.
5. **Invest in maintenance, preservation and improvement of the entire transportation system so the transportation benchmarks can be achieved.** Preserve the transportation system by making maintenance, preservation and safety the top funding priorities, including operation and maintenance costs of rail, transit and ferries. Optimize the system by using new technologies and management tools, such as congestion pricing and land use planning, to reduce demand on the highway system. Conduct benefit-cost analysis to choose the most effective mix of investments in the most heavily traveled corridors. Invest in the human resources necessary to maintain, preserve and improve the system.
6. **Provide regions with the ability to plan, select, fund and implement (or contract for implementation of) projects identified to meet the region's transportation and land use goals.** Allow regions to create new entities or select existing entities to plan, manage, fund and be accountable for regional transportation projects with the intention to simplify and minimize redundancy rather than add new layers of government.
7. **Achieve construction and project delivery efficiencies.** Reduce the engineering/construction cost ratio. Save money on construction materials and methods. Use right-of-way banking. Continue to assess prevailing wage survey techniques. Make mitigation more cost-effective. Have predictable revenue sources to fully fund projects.
8. **Incorporate the design-build process and its variations into construction projects to achieve the goals of time-savings and avoidance of costly change orders.** Grant agencies the authority to use design-build and provide opportunities for public employees to participate in the process. Provide increased education and training in alternative project delivery (ADP) concepts.
9. **Use the private sector to deliver projects and transportation services.** Continue pilot projects that allow the private sector to provide expertise and financing in developing cost-effective transportation facilities. Consider removing barriers that prevent the private sector from providing services, such as ferry, bus or monorail.

- 10. Reengineer the workplace to achieve greater efficiency, and consider the use of managed competition for operations and maintenance functions.** Focus the workplace on service, customer satisfaction and results. Incorporate elements of total quality management into business practices. Form partnerships with employer-employee organizations to develop apprenticeships and training programs.
- 11. Streamline permitting for transportation projects.** Delegate “Section 404” wetlands permit authority to the state. Develop new standards to streamline permit approvals and reduce process review delays. Select a significant highway project as a pilot study to plan and permit within two years. Evaluate the use of planning and permitting standards that encourage lower impact alternatives, such as Smart Growth, and accelerate the permit process for these projects. Work toward one-stop permitting, using a single application.
- 12. Link transportation funding to efficiencies.** Require WSDOT, counties, cities and transit to show progress toward achieving benchmark efficiencies as a condition of receiving new funding.
- 13. Link maintenance and preservation funds to best practices.** Require all agencies and jurisdictions to demonstrate the use of maintenance and pavement management systems and lowest life-cycle costs.
- 14. Simplify funding distributions for best results.** Distribute funds on a geographic basis to counties and cities taking into account lane miles, classification and pavement type, population, and utilization. Develop a new method for joint regional programming of federal funds. Create one-stop grant funding centers where all competitive funds are disbursed under regional priority programming agreements and administered using a single application process.
- 15. Allow regions to retain funds they raise.** Allocate sufficient funds to all regions for basic operations, maintenance, preservation and safety at a minimum agreed upon level. Guarantee each region a minimum return of 85% of state transportation taxes generated in that region, and allocate remaining funds to a statewide equalization fund. Allow regionally authorized taxes to remain in the region in which they are generated.
- 16. Seek a 90% fare box recovery for ferry system operational costs within 20 years.** Transfer 90% of the cost of operating the ferry system to those who use it.
- 17. Develop a package of new revenues to fund a comprehensive multi-modal set of investments, which, taken together with the recommended efficiency measures and reforms, will ensure a 20-year program of preserving, optimizing and expanding the state’s transportation system.** Adopt a series of revenue sources that can be used for roads, transit and transportation choices. Transfer transportation-related sales taxes to the transportation fund. Link other transportation-related revenues to transportation uses and users. Authorize a variety of statewide taxes and fees that could include: extending the existing gross weight fee to all vehicles; adding a surcharge to the existing gross weight fee for trucks dedicated to freight mobility improvements; increasing the motor fuel tax; adding a 6.5% sales tax to the wholesale price of motor fuel up to a set price cap of 80 cents per gallon; extending the \$30 license tab fee to all vehicles including trailers; adding a \$20 transportation mitigation fee on all passenger vehicles and non-commercial trucks; creating a new 2% surcharge on the wholesale sale of new and used vehicles, auto parts and accessories; and allowing congestion pricing. Examine the bonding of federal funds and expansion of tax increment financing for transportation projects. Examine all transportation revenue sources at least biennially and ensure they keep pace with inflation and growth.  
  
**Provide regional entities the authority to raise tax and fee revenues to fund regional transportation improvements.** Authorize regional tax and fee options that might include: a vehicle miles traveled charge; a regional sales tax; allowing cities to impose the motor vehicle license fee if their county has not imposed the fee within two years; authorizing a new multi-modal transportation taxing authority for counties or regions that have not been previously granted high capacity transportation taxing authority; and allowing bonding programs at the state and regional levels.
- 18. Begin action now to improve the transportation system.** *(See Early Action Strategy)*



## Summary of Recommended Benchmarks

*The only way to gauge progress on transportation challenges is to set specific targets and track government performance. The commission has outlined groundbreaking measures that would establish transportation goals and benchmarks and hold government officials accountable for achieving them.*

**No city street, county road or state highway will be in poor condition.** In 1971, about 30% of the state's highways were in poor condition, but through consistent funding, that figure declined to less than 10% by 1998. Data on the condition of city and county roads are currently being collected. *(Benchmarks 1, 2 & 3)*

**No bridge will be structurally or seismically unsafe.** The state has been actively pursuing a program to retrofit bridges and structures identified by risk level. Over 300 bridges have been retrofitted at a cost of approximately \$40 million. However, almost 1,000 bridges remain to be repaired in the two highest risk levels. *(Benchmarks 4 & 5)*

**Traffic congestion on urban interstate highways and delay per driver will be significantly reduced and no worse than the national mean.** Traffic congestion in Washington is among the nation's worst, especially in the central Puget Sound area. For example, the Seattle-Everett metropolitan area experienced 70 hours of average delay per driver in 1997 compared to the national average of 40 hours. *(Benchmarks 6 & 7)*

**Vehicle miles traveled per capita will not increase over 2000 levels.** In the last 20 years, Washington's population has grown 40% while total vehicle miles traveled has grown 60%. However, the number of miles driven per capita has held relatively steady at 9,000 miles per person per year since 1990. *(Benchmark 8)*

**The non-auto share of commuter trips by transit, bicycles, and other choices in urban centers will increase.** The trend from 1980 to 1990 was a declining share of trips made by means other than autos. That trend will need to be reversed if growth is to be accommodated in urban areas. *(Benchmark 9)*

**The administrative costs as a percent of transportation spending at the state, county and city levels should improve to the median in the short-term and to the most efficient quartile nationally in the longer term.** Using federal government data, WSDOT ranks high in administrative costs along with states such as California, New York and Illinois. Administrative costs for the state, counties and cities grew considerably faster than inflation and outpaced spending on maintenance and construction. *(Benchmark 10)*

**Washington's public transit agencies will achieve the median cost per vehicle revenue hour of peer group transit agencies, adjusting for regional cost of living.** Washington's transit agencies have consistently ranked high in operating costs compared to agencies of similar size around the country. Since Initiative 695, transit revenues have been greatly reduced, resulting in cutbacks in administration, planning and customer service. Eventually, there may be cuts in operations. *(Benchmark 11)*

## **Benchmarks To Be Furthered Developed**

*The following benchmarks are recommended for further development by the proposed Transportation Accountability Commission that will monitor and track benchmark progress. The Accountability Commission should develop metrics and identify targets and responsibility for these benchmarks.*

**Traffic Safety Benchmark: Traffic accidents will continue to decline.** Washington state has slightly less than 1.5 fatalities per 100 million vehicle miles, which is less than the national average of about 1.7

**Freight Mobility Benchmark: Freight movement and growth in trade-related freight should be accommodated in the transportation system.** Growth in trade-related freight movements by truck (up over seventeen percent annually in the 1991-98 timeframe) and by railcars (up about nine percent annually in the 1991-98 timeframe) exceeded other economic growth rates. The Freight Mobility Strategic Investment Board (FMSIB) should be involved in developing additional benchmarks of freight movement and the supporting data to monitor progress.

**Air Quality Benchmark: Maintain air quality (carbon monoxide and ozone) at federally required levels.** Recently air quality has come close to exceeding allowable levels. Federal law requires that regions be sanctioned by loss of federal funds if not in compliance. The proposed accountability commission should consider measuring greenhouse gases, particulates, and visibility when data and appropriate standards are available.

**Project Cost Benchmark: Improve operations, maintenance, and project delivery costs.** Create benchmarks for the operations and maintenance and capital project delivery functions of transportation agencies, parallel to that suggested for their administrative costs. The new accountability commission that monitors and tracks benchmark progress is directed to develop metrics to compare Washington's project development, design, permitting and construction costs with best practices nationally.

**Transportation Revenue Benchmark: Ensure that transportation spending keeps pace with growth.** Washington's transportation system must not be allowed to fall behind the pace of its population and economic growth. The accountability commission should develop a benchmark that monitors transportation revenues and how they track transportation needs.

**Person Delay Benchmark: Reduce overall hours of travel delay per person in congested corridors.** The new accountability commission should develop and track a benchmark of person delay that can be used across all modes of travel.

January 17, 2001

(Prepare separate original letters to each of the following:)

The Honorable John A. Kitzhaber, MD  
Governor of the State of Oregon

**DRAFT**

The Honorable Mark Simmons  
Speaker of the House of Representatives

The Honorable Gene Derfler  
President of the Oregon Senate

Dear -----

Approximately one year ago the Portland Tri-County area embarked on a study to evaluate the transportation services to the Elderly and Disabled populations of the area. The purpose of the study was to identify the transportation needs of the tri-county elderly and disabled populations, define options for providing transportation services to them and develop a plan for effectively and efficiently providing the needed transportation services. Tri-Met, the other transit districts in the region, the three Area Agencies on Aging and Disability (AAAs), Metro and the local jurisdictions have completed a thorough analysis of the existing services in the tri-county area, have examined the gaps in service and the unmet needs.

The study steering committee has adopted the following vision statement:

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

Based on the vision statement and a series of guiding tenets the steering committee identified three strategies for providing service. Strategy A would provide the highest levels of service to areas where the highest concentrations of elderly and disabled people live, and significantly improve service in rural areas where there are lower densities of elderly and disabled people, has evolved as the strategy with the most support.

The Joint Policy Advisory Committee on Transportation (JPACT) supports the planning effort and the conceptual recommendations. The details of the plan will follow.

We applaud your/the Governor's request for \$19 million in 1999 and are encouraged to see elderly and disabled funding in his current budget. The planning effort has highlighted once again that the resources are not adequate to meet the needs of the community. We encourage the legislature to take the opportunity, should it occur, to expand funding for elderly and disabled transportation services and help us address some of the unmet needs identified in the plan.

Metro anticipates an amendment to the Regional Transportation Plan (RTP) as one of the steps toward implementation of the plan. The transit districts, along with the AAAs and local jurisdictions will also be evaluating their transit service, service plans and transportation plans to incorporate some provisions defined in the Elderly and Disabled Plan.

Thank you for your consideration of this important issue. The individual members of JPACT look forward to working with you through this legislative session on this and many other very important transportation issues.

Sincerely,

Rod Monroe, Metro Councilor, District Six  
Chair, Joint Policy Advisory Committee on Transportation (JPACT)

cc: Members of the House of Representatives from Clackamas, Multnomah and Washington Counties  
Members of the Senate from Clackamas, Multnomah and Washington Counties  
City Councils  
County Commissions  
Metro Council  
Tri-Met Board of Directors  
Transit District Boards  
Area Agencies on Aging and Disabilities  
JPACT Members

# **Tri-County Elderly & Disabled Transportation Plan**

**JPACT Meeting**

**January 18, 2001**

# Scope Of The Plan

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The plan will suggest improvements to the present elderly and disabled transportation system based on detailed analysis of the following:

- existing providers (fixed route, ADA, & community based transportation services)
- demographics
- institutional/organizational review
- targeted survey of elderly & disabled population
- peer review of other elderly & disabled systems
- financial analysis

## Elderly and Disabled Plan Steering Committee

Name	Organization	Address	Phone/Email
Bottomly, Bernie*	Tri-Met	4012 SE 17 <sup>th</sup> Portland, 97202	503 962-4890, 503 962-6451 (F) bottomlb@tri-met.org
Brost, Patty	East Mult. Co. Representative	Legacy Mt. Hood Medical Center 24800 SE Stark, Gresham, 97030	503 674-1287, 674-1678 (F) pbrost@lhs.org
Campbell, Jan	Multnomah DSAC Wash Co. DSO	1221 SW 4th Ave #110 Portland, 97204	503-823-5210, 503 823-0119 (F) jcampbell@ci.portland.or.us
Cotugno, Andy	Metro	600 NE Grand Avenue Portland, 97232	503-797-1763 , 503-797-1794 (F) cotugnoa@metro.dst.or.us
Daimler, Larry	OMAP Policy Unit	Ore Dept. of Human Resources OMAP 500 Summer NE, Salem, 97310-1014	503 945-6493, 503 373-7689 (F) larry.g.daimler@state.or.us
Dickey, Stephen	ODOT Public Transit Div.	555 13th St. NE Salem, 97310	503 986-3416 , 503 986-4189 (F) stephen.p.dickey@odot.state.or.us
Do, Tina	International Refugee Center of Oregon (IRCO)	1336 East Burnside Portland, OR 97214	503 234-1541, 234-1259 (F)
Dotterer, Steve  Gillam, John (Altern.)	City of Portland	1120 SW 5 <sup>th</sup> Ste 800 Portland, 97204	503 823-7731 (Steve) dotterer@trans.ci.portland.or.us 503 823-7707 (John) gill@trans.ci.portland.or.us
Enabnit, Nancy	City of Sandy Sandy Senior Center	38348 Pioneer Blvd. Sandy, 97055	503 668-5569 , 503-668-5891 (F) nenabnit@ci.sandy.or.us
Gerling, Sandra	Clack. Co. Senior Advisory Council	17808 Cardinal Pl. Lake Oswego, 97034	503 638-9255, 877-508-4591 (F) sgerling@webcombo.net
Godinez, Edubina		955 North Davis Cornelius, 97113	503 357-9242
Linn, Diane	Mult. Board of County Commissioners	1120 SW 5th Ave Ste 1500 Portland, 97204	503-248-5220, 503-248-5440 (F) diane.m.linn@co.multnomah.or.us

Mathews, Ross	Wash. Co. Senior Advisory Council (alternate)	1932 NE Harwood Pl. Hillsboro, 97123	503-648-5114, 640-8444 rmat@worldnet.att.net
McConnell, Jim*	Mult. Co. Aging & Disability Services	421 SW Fifth, Portland 97204	503 248-3646 , 503 248-3656 (F) jim.mcconnell@co.multnomah.or.us
Morris, Christina	Marquis Quality Healthcare	Marquis Care at Piedmont 319 NE Russet, Portland, 97211	503 289-5571, 289-6505 (F)
Mullin, John*	Clack. Co. Social Services	PO Box 68369, Oak Grove, 97268	503 655-8641, 503 650-8941(F) johnm@co.clackamas.or.us
Palmer, Janette	SMART	30000 Town Center Loop E Wilsonville, 97070	503 570-1585, 503 685-9180 (F) palmer@ridesmart.com
Pimentel, Narcisa	ADS Multi-Ethnic Action Comm.	7722 N. Denver Ave Portland, 97217	503 289-0963
Potter, Shirley	Developmentally Disabled Community	Vanguard Services PO Box 1075 Hillsboro, 97123	503 693-1123, 503 681-9117 (F) <u>vsi@involved.com</u>
Putman, Jon*	STFAC/CAT/TPAC	6960 SW Clinton Tigard, 97223	503 968-6703 citycreate@aol.com
Raymond, Dolores	Citizen Activist	4665 SW Southview Ter. Aloha, 97007	503 356-1036 , 503 640-6171 (F) dolhughet@aol.com
Ritter, Mary-Lou*	Dept. of Aging & Veteran Serv.	P.O. Box 1297 Hillsboro, 97124	503 615-4650, 640-6167 (F) marylou.ritter@state.or.us
Sowers, Marie	Mult. Co Senior Advisory Council	9827 SE Division St. Portland, 97266	503 762-2470, 503 762-4524 (F)
Wells, Elaine*	Ride Connection	2145 NW Overton St. Portland, 97210	503 413-8925, 413-8927 (F) elainew@rideconnection.org
White, Herman	Wash. Co. Senior Advisory Council.	11935 SW Morning Hill Dr. Tigard, 97223	503 524-8202 h242w@aol.com

\* Executive Committee members

Updated 05/23/00

## Elderly & Disabled Committee Staff Resources

Name	Organization/Resource	Address	Phone/Email
Fink, Patty	Tri-Met (Project Manager)	4012 SE 17 <sup>th</sup> Portland, 97202	962-5859, 962-3008 (F), finkp@tri-met.org
Mills, Tom	Tri-Met (Planning/Research)	4012 SE 17 <sup>th</sup> Portland, 97202	962-4883, 962-3008 (F), millst@tri-met.org
Zatarain, Ken	Tri-Met (Committee Liaison)	4012 SE 17 <sup>th</sup> Portland, 97202	962-4970, 962-3008 (F), zataraik@tri-met.org
Maercklein, Debra	Tri-Met (ATP program resource)	4012 SE 17 <sup>th</sup> Portland, 97202	802-8206, 802-8229 (F), maerckld@tri-met.org
Cooper, KC	Tri-Met (Outreach)	4012 SE 17 <sup>th</sup> Portland, 97202	962-4824, 962-6469 (F) cooperk@tri-met.org
Watchie, Chris	Consultant (facitlitration/outreach)	1035 Monroe Eugene OR 97402	541-334-1786, (FAX -same) transwatch@pond.net

# Guiding Committees

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**Steering Committee:** Makes policy decisions and guides activities. Composed of government and organizational stakeholders.

**Executive Committee:** Reviews staff work and sends decisions to the Steering Committee. Composed of plan funders.

**Working Group:** Assists with technical work. Composed of government and organizational stakeholder staffs.

# Plan Vision

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To 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

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Service Delivery:

network of quality service

Customer Satisfaction:

high level of satisfaction

Passenger Convenience:

ease of access, reliable  
service, increased safety &  
options

Service Coordination:

integrated, seamless  
network

Resources/Funding:

human & fiscal resources

Land Use:

elderly & disabled housing  
close to network

# Data Analysis: Elderly & Disabled Service Needs

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**Of the 228,000 Elderly & Disabled in the  
Tri-County Area**

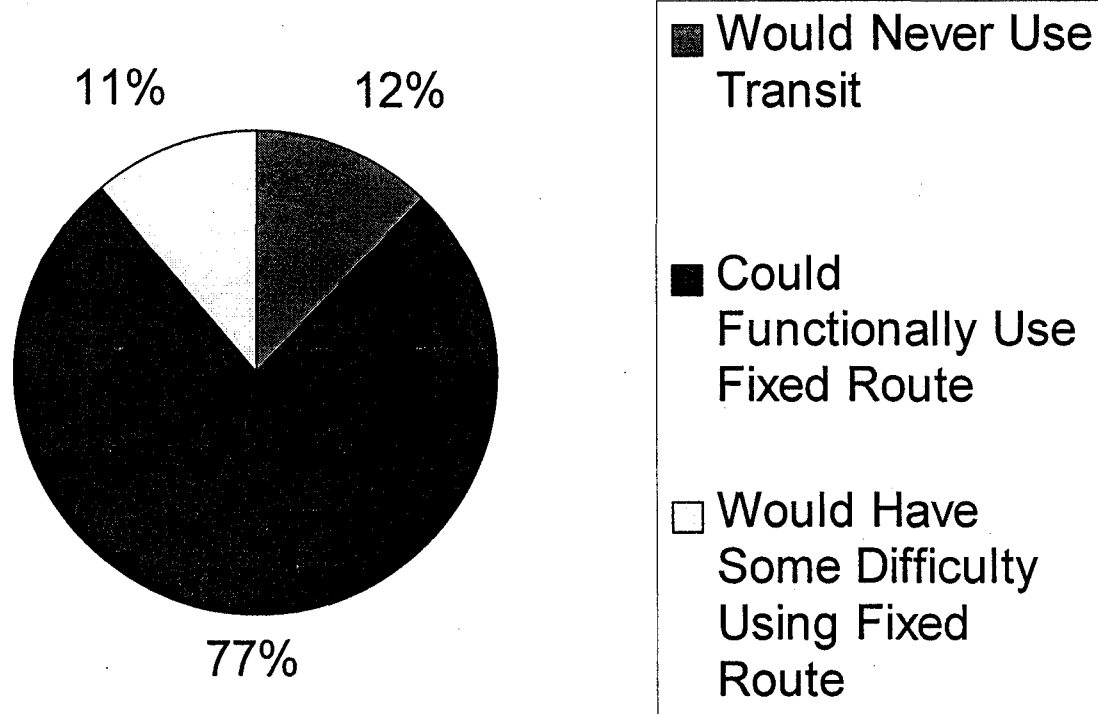


- Currently Using Transit Services
- Aren't Using Transit Services

# Data Analysis: Elderly & Disabled Service Needs

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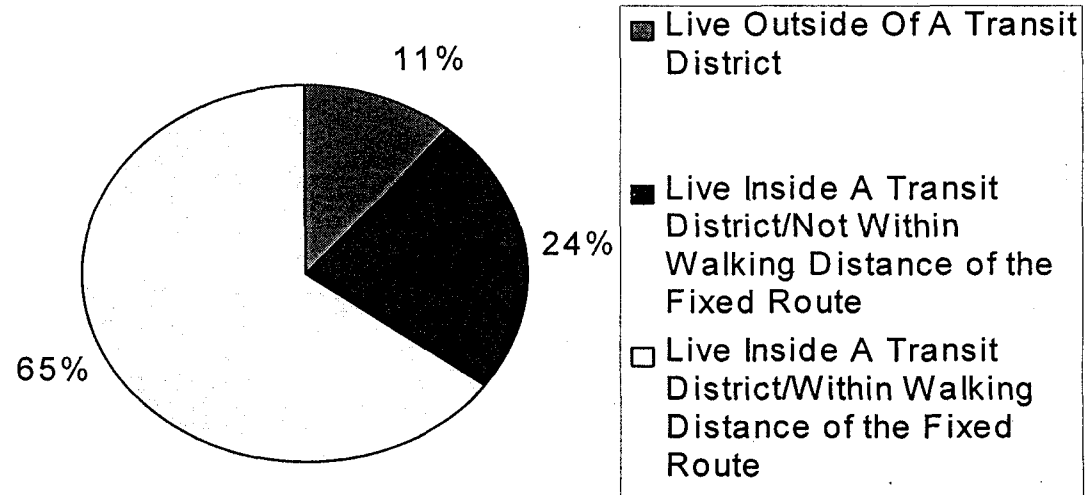
**Of the 132,000 Elderly & Disabled  
Who Aren't Using Transit Services**



# Data Analysis: Potential Fixed Route Riders

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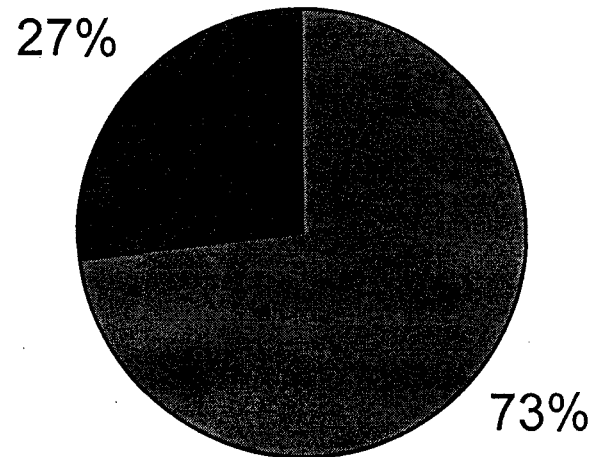
Of the 101,000 Elderly & Disabled who  
Could Use the Fixed Route System



# Data Analysis: Potential Special Needs Transit Riders

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**Of the 15,000 Elderly & Disabled Who  
Have Some Difficulty Using the Fixed  
Route System**



- Live Within the ADA Boundary, but not Using ADA Transportation
- Live Outside the ADA Boundary, but not Using Community Based Transportation Services

# Service Delivery Minimum Standards

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- Everyone in the tri-county area should have access to medical, work and nutrition (including grocery shopping) at least 5 days a week.
- Everyone in the tri-county area should have access to other trips at least 2-3 days a week.
- No one should have their current level of service decreased because of the plan.
- The social service agencies and the individual providers need to work together to meet the transportation need for the elderly and disabled community.
- Incentives and guidelines should assist individuals to choose the mode most appropriate to their functional ability.

	EXISTING SYSTEM	STRATEGY A	STRATEGY B	STRATEGY C
<b>URBAN</b>				
E&D No Difficulty	●	●	●	●
Non ADA Eligible (some difficulty)	○	●	●	●
ADA Eligible	●	●	●	●
Needs Assistance	❖	◐	●	●
<b>LARGE COMMUNITY</b>				
E&D No Difficulty	◐	◐	●	●
Non ADA Eligible (some difficulty)	○	◐	●	●
ADA Eligible	◐	◐	●	●
Needs Assistance	❖	○	●	●
<b>SMALL COMMUNITY (Outside Transit Districts)</b>				
E&D No Difficulty	❖	○	⊗	●
Non ADA Eligible (some difficulty)	❖	○	⊗	●
ADA Eligible	❖	○	⊗	●
Needs Assistance	❖	⊗	⊗	●
<b>RURAL (Outside Transit Districts)</b>				
E&D No Difficulty	❖	⊗	⊗	●
Non ADA Eligible (some difficulty)	❖	⊗	⊗	●
ADA Eligible	❖	⊗	⊗	●
Needs Assistance	❖	⊗	⊗	●
<b>Estimated Operating Cost</b>				
	\$ 29,424,560	\$ 45,270,231	\$ 49,571,550	\$ 60,850,164
<b>Estimated Ridership</b>				
	9,108,909	12,262,945	12,305,365	12,528,532

#### 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)
- ❖ Meets Minimum Service Hours, But Service Level Is Typically Below Minimum Due To Resource Constraints

# Open House Dates

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- Tuesday, January 16<sup>th</sup>, 11 a.m. – 2 p.m.,  
Tigard Senior Center, Tigard
- Wednesday, January 17<sup>th</sup>, 12:30 p.m. – 2 p.m.,  
Pioneer Adult Center, Oregon City
- Thursday, January 18<sup>th</sup>, 10 a.m. – 1 p.m.  
Urban League Senior Center, Portland

M E M O R A N D U M



METRO

**Date:** January 11, 2001  
**To:** JPACT  
**From:** Andy Cotugno, Planning Director  
**Subject:** JPACT Federal Priorities

In January 2001 it is important that JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the content of the FFY 2002 Appropriations Bill and anticipate a new six-year Authorization Bill starting in FFY 2004.

A first draft set of priorities is described below:

**High-Capacity Transit:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail.

- A. **INTERSTATE MAX:** The project is seeking an appropriation of a minimum of \$70 million in Section 5309 "New Start" funds as required in the Full-Funding Grant Agreement.

The first year appropriation for Interstate MAX was \$7.5 million for the FY 2001. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$70 million in FFY 2004 and \$41 million in FFY 2005. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize other projects.

- B. **SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2, of the South/North Corridor. The region will incrementally implement improvements in the South Corridor as an overall project is redefined in order to be prepared to request authorization for an overall corridor improvement program in the reauthorization to TEA-21, as follows:

- For the FY 2002 federal transit appropriations bill, seek \$4.35 million of Section 5309 "Bus" funding by working with the Oregon transit community to establish a list of statewide bus appropriations requests which produces this amount of funding for South Corridor improvements.

- C. **COMMUTER RAIL:** The region requests that the Washington County Commuter Rail Project be authorized for construction in this FY 2002 Appropriation Bill.

The region is committed to pursuing the Washington County Commuter Rail. Federal environmental requirements have been met and Preliminary Engineering is underway and scheduled to be complete by Summer 2001. Project implementation is scheduled to begin in March 2002. The project's finance plan calls for the first increment of federal appropriations in FY 2003.

- D. **I-5 TRADE CORRIDOR:** In the Portland/Vancouver region, Oregon and Washington are continuing their collaborative effort to address the transportation needs of the I-5 corridor from I-84 in Oregon to I-205 in Washington.

Governors John Kitzhaber of Oregon and Gary Locke of Washington have appointed a 28-member Task Force that is charged with developing a bi-state strategic plan on how to manage and improve transportation and freight mobility in the I-5 corridor between Portland and Vancouver. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor. This public planning effort is funded with a \$2 million grant from FHWA's National Corridor Planning and Development Program. The grant is matched with \$500,000 each from the Washington and Oregon Departments of Transportation. The strategic plan is expected to be complete by the fall of 2002.

Based on the strategic planning effort, the region anticipates that federal funding will be sought through the reauthorization of TEA-21. Funding could be requested from the National Corridor Planning and Development program, other transportation programs or "High Priority Project" earmarks. Funding may also be sought through the Water Resources Development Act, as appropriate, for improvements to structures crossing the Columbia River.

- E. **COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS and Chief's Report on the project. Congress appropriated \$4.5 million for construction in the FFY 2001 Energy and Water Appropriations Act, but construction cannot begin until the National Marine Fisheries Service approves a new Biological Opinion. Whether the sponsoring ports will seek additional construction appropriations in FFY2002 depends upon the schedule for completing the Biological Opinion.

- F. **WILLAMETTE RIVER BRIDGE FUNDING:** The County is seeking an additional \$20 million in Bridge Discretionary funds to complete the painting of the historic Broadway Bridge.

Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the historic Willamette River Bridges. Approximately \$20 million has been secured through Federal Highway Bridge funds and Highway "Demo" funds to complete six of the seven

phases of the Broadway Bridge rehabilitation. The Broadway Bridge is a critical link in for the freight system between the eastside industrial area and central Portland. Maintaining this bridge is vital to the transportation system in the Portland region. The last component of the rehabilitation is to paint the bridge above deck. This work will preserve the structure and avoid more costly repairs later.

- G. REGIONAL HIGHWAY PROJECTS:** The limited availability of state modernization funds may delay the construction of long needed highway projects in the Portland region for years, if not decades. Federal earmarks will be needed if priority projects are to move forward in a timely fashion consistent with the Region 2040 Growth Concept and economic development needs.

The following requests are part of a regional strategy to begin developing priority projects to better take advantage of earmarking opportunities in the next authorization bill.

- The region supports the following requests if there is an opportunity to earmark federal funds in the FY 2002 Transportation Appropriations Bill beyond the normal program categories for highway projects. The Port of Portland requests \$2 million for the "Columbia-Killingsworth Eastend Connector." Clackamas County requests \$3 million for "Sunnyside Road" and \$10 million for the "Sunrise Corridor – Phase 1." Multnomah County requests \$2 million for the "242<sup>nd</sup> Street Connector."
- The region is not requesting federal funding in FY 2002 for the "I-5 Delta Park – Lombard" or "US 26" (Hwy 217-Camelot) projects, but both projects are likely priorities for earmarking in the next authorization bill.

- H. AMTRAK SOUTH STATION:** The region is seeking capital funding of \$750,000 federal matching funds for a new Amtrak station.

Clackamas County, in cooperation with Oregon City, ODOT and Amtrak, has selected Oregon City as the location for a new Amtrak station in the south portion of the metropolitan region to compliment existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 700-foot long platform, relocation of a rail depot, lighting and adjacent parking for a total of \$1.3 million.

- I. HIGH SPEED RAIL:** Passenger rail is an important component of the state's transportation system. As one of eight designated high-speed rail corridors in the nation, the Pacific Northwest Passenger Rail Corridor is eligible for federal funding. The region supports efforts to secure federal appropriations for improvements in the Corridor. The region also urges the Congressional delegation to support the Amtrak bond proposal introduced last year in the Senate. The proposal will be considered again this year.

- J. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro is seeking a \$1 million Congressional earmark for this endeavor.

Metro, the city of Portland, and Tri-Met are working together to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is the recent establishment of an urban renewal district by the City of Portland to provide a portion of the funding towards both the light rail and redevelopment. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, funding could be provided to accelerate this redevelopment program.

It is expected that the urban renewal district will not provide sufficient funds to meet all the needs in the corridor and will not generate much revenue in the early years. As such, TCSP funds could be used to initiate several redevelopment projects, thereby serving as a catalyst for further redevelopment. As this creates new private investment, tax increment financing resulting from this investment will provide the funding for further redevelopment projects in the future and help establish the cash-flow for the funding contribution toward the light rail construction itself. Funding would be used for such activities as land acquisition and public street and pedestrian improvements that facilitate specific redevelopment projects.

- K. INTELLIGENT TRANSPORTATION SYSTEM:** The region is supporting a single \$4.25 million "State of Oregon" earmark for the following ITS initiatives:

- TransPort – The TransPort project is a multi-agency project in the Portland region that is integrating each agency's transportation system into a regional system to enhance traffic and transit management and traveler information.
- California-Oregon Advanced Transportation Systems (COATS) – This rural ITS project is applying ITS technology to rural issues in a bi-state area covering Southern Oregon and Northern California.
- Transit Trip Planning – This project will begin integrating transit information from Oregon transit providers into a statewide transit trip planning system.

- L. STARK STREET BOULEVARD (181<sup>st</sup> – 197<sup>th</sup>):** Congress authorized \$1 million in TEA-21 "High Priority" funds for pedestrian improvements that support Gresham's revitalization of the Rockwood Town Center with transit-oriented development and access. The project retrofits a dangerous, auto-dominated arterial into a boulevard that safely accommodates pedestrians, bicyclists, and transit users. The project links the central commercial area with area employers and services, as well as three heavily used MAX stations. The TEA-21 funds provide full project design, but only fund construction from 181<sup>st</sup> to 190<sup>th</sup>.

Additional funds of up to \$2 million are needed to build the full project to 197<sup>th</sup> and address the massive, hazardous intersection of Stark/Burnside/MAX. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, supplemental funding could be provided to complete the entire project within two years and an earmark of \$1 million is requested.

- M. CENTRAL CITY STREETCAR:** The 130-acre North Macadam District is the last major undeveloped area within the City of Portland's core. This largely unimproved area presents a unique opportunity to create a new neighborhood that will attract and accommodate jobs and housing in the Central City, furthering efforts to preserve our region's natural and agricultural resources. To take advantage of the opportunity presented, challenges to development posed by poor transportation access and circulation, inadequate infrastructure, and areas of soil contamination must be responded to and overcome.

The extension of the Central City Streetcar into this district is critical to provide the necessary transit service to accommodate the 8,500 to 10,000 jobs and 1,500 to 3,000 housing units expected to develop during the next 20 years. This 1 1/2 -mile extension is from Portland State University where the ongoing streetcar project terminates into the North Macadam District. It is estimated to cost \$45 million, including rolling stock. Tax Increment Financing and private contributions through a Local Improvement District are identified to provide \$37.5 million leaving \$7.5 million as yet unfunded. Although this project is not intended to compete for FTA "New Starts" funding, it could qualify for other DOT, EPA or HUD categories.

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