

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL INFORMAL MEETING
DATE: April 8, 2003
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|-----------|----|--|----------------------|
| 2:00 p.m. | 1. | SALEM LEGISLATIVE REPORT | Cooper |
| 2:10 p.m. | 2. | DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, APRIL 10, 2003. | |
| 2:20 p.m. | 3. | MTIP | Cotugno |
| 2:40 p.m. | 4. | ST. JOHN'S LANDFILL | O'Neill |
| 3:05 p.m. | 5. | SOLID WASTE REGULATORY DECISION MAKING | Hoglund/
Matthews |
| 3:35 p.m. | 6. | CENTERS UPDATE | Newman/
Bernards |
| 3:50 p.m. | 7. | TASK III ALTERNATIVE ANALYSIS BRIEFING | O'Brien |
| 4:30p.m. | 8. | CITIZEN COMMUNICATION | |
| 4:45 p.m. | 9. | COUNCILOR COMMUNICATION | |

ADJOURN

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: April 10, 2003
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of Minutes for the April 3, 2003 Metro Council Regular Meeting.

4. ORDINANCES - SECOND READING

4.1 **Ordinance No. 03-1002**, For the Purpose of Amending Section 2.20.020 of The Metro Code Relating to the Chief Operating Officer; and Declaring an Emergency. Monroe

5. RESOLUTIONS

5.1 **Resolution No. 03-3299**, For the Purpose of Entering An Order Relating To Compliance with the Urban Growth Management Functional Plan. McLain

5.2 **Resolution No. 03-3301**, For the Purpose of Appointing Kate Schiele and Elizabeth Tucker to the Metro Committee for Citizen Involvement (MCCI). Park

5.3 **Resolution No. 03-3305**, For the Purpose of Confirming the Appointment Of Michael J. Jordan as Chief Operating Officer. Monroe

5.4 **Resolution No. 03-3306**, For the Purpose of Approving the Damascus/ Boring Concept Plan Work Program to Address Conditions Identified in Resolution No. 01-3098A. Park

- 5.5 **Resolution No. 03-3308**, For the Purpose of Approving the Year 14 Partnership Plan for Waste Reduction (Fiscal Year 2003-04). Monroe
- 5.6 **Resolution No. 03-3309**, For the Purpose of Authorizing Obligation of Roadway and Transit Funds Provided in the FY 2003 USDOT Appropriations Act. Burkholder
- 5.7 **Resolution No. 03-3316**, For the Purpose of Approving the Inter-Governmental Agreement between Metro, by and through the Metropolitan Exposition-Recreation Commission (MERC), and the Tri-County Metropolitan Transportation District of Oregon (TriMet) for the Expo Center Interstate Max Project Improvements. Burkholder
6. **APPROVAL AND RELEASE FOR PUBLIC COMMENT OF METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) 150 % LIST** Park
7. **COUNCILOR COMMUNICATION**

ADJOURN

Cable Schedule for Week of April 10, 2003 (PCA)

	Sunday (4/13)	Monday (4/14)	Tuesday (4/15)	Wednesday (4/16)	Thursday (4/10)	Friday (4/11)	Saturday (4/12)
CHANNEL 11 (Community Access Network) (most of Portland area)						2:00 PM (previous meeting)	
CHANNEL 30 (TVTV) (Washington County, Lake Oswego)	12:00 PM (previous meeting)			11:00 PM (previous meeting)		6:30 AM 7:00 PM 11:00 PM (previous meeting)	3:30 PM (previous meeting)
CHANNEL 30 (CityNet 30) (most of City of Portland)		2:00 PM					
CHANNEL 30 Willamette Falls Television (West Linn, Rivergrove, Lake Oswego)	5:30 AM 2:30 PM	12:30 AM 3:30 PM 10:31 PM		12:30 AM 3:00 PM 10:30 PM		12:30 AM 3:30 PM 10:31 PM	5:30 AM 2:30 PM
CHANNEL 23/18 Willamette Falls Television (23- Oregon City, West Linn, Gladstone; 18- Clear Creek)							
CHANNEL 23 Milwaukie Public Television (Milwaukie)			10:00 AM 9:00 PM				

PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES. PLEASE CALL THEM OR CHECK THEIR WEB SITES TO CONFIRM SHOWING TIMES.

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Milwaukie Public Television		(503) 652-4408

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by email, fax or mail or in person to the Clerk of the Council. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

M E M O R A N D U M

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METRO

DATE: April 3, 2003
TO: JPACT Members and Interested Parties
FROM: Ted Leybold, Principal Transportation Planner
SUBJECT: Transportation Priorities 2004-07 – TPAC Recommended 150% List

* * * * *

Attached are the following updated Priorities 2004-07 Technical Ranking documents:

- TPAC Recommended 150% list of projects recommended for further consideration
- Final technical evaluation scores and summaries of qualitative factors

The TPAC Recommended 150% list represents a balance of several factors considered by TPAC:

1. *Previous funding commitments made by JPACT and the Metro Council.* These include:
 - the existing South/North transit corridor contribution of \$6 million per year; the 2006-07 biennium completes this commitment with contributions to the Interstate Avenue MAX project and continues matching funds for the South Corridor program.
 - an additional \$2 million a year commitment in 2006-07 to the South Corridor, Washington County commuter rail and North Macadam development projects (Metro Resolution #03-3290, which extends the total \$8 million dollar a year commitment beginning in 2006 to the year 2015).
 - funding of \$1.956 million for the Boeckman Road project in Wilsonville as part of an agreement (Metro resolution #02-3151) linked to the Oregon Transportation Investment Act (OTIA).
2. *Regional policy direction.* Projects, and balance among the project categories, that best met the stated policy direction of the Transportation Priorities 2004-07 program, were included in the TPAC 150% list. The primary program policy goals are to invest in Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include funding projects and programs without dedicated sources of revenue, completing gaps in modal systems, and developing a multi-modal transportation system.

3. *Technical rankings and qualitative factors.* Within modal categories an attempt was made to identify clear breaks in technical rankings and include those projects that were grouped in the top of the technical rankings. Consideration was also given to qualitative factors supplied by the applicant that were not reflected in or were beyond the capacity of the technical analysis in considering the merit of a project. No project was nominated for further consideration based on qualitative factors if the project did not score within 10 points of a nominated project within its mode category.
4. *Funding projects throughout the region.* Equity in project application amounts were established by limiting the amount that could be requested from four sub-regions (Clackamas County, East Multnomah County, Portland and Washington County) to two times the MTIP funding available proportionate to their populations. While no analysis was completed on distributing the funding of projects to particular geographic areas, selection of projects included an attempt to fund projects throughout the region, balanced against the other selection factors.

Following are summaries of the technical analysis for the projects by mode category.

Bike/Trail

- The top five technically ranked projects were nominated for further consideration.

Boulevard

- The top eight technically ranked projects were nominated for further consideration.
- Funding for the right-of-way portion of the *Cornell Boulevard* project was not nominated for further consideration since they are for the preservation of right-of-way for the possible future expansion of the road to a 5-travel lane configuration as opposed to providing traditional boulevard design improvements.
- At the request of the applicant, the *Stark Street Boulevard Phase II* project in Gresham (Rockwood town center) was reduced in scope to the portion of the project that is within the regionally designated boulevard area (to approximately SE 191st Avenue). This request also increased their technical score to reflect increased cost efficiency and percent of trips on Stark Street with origins or destinations from the surrounding land uses.

Bridge

- The *Broadway Bridge Span 7* painting application was not recommended for inclusion in the 150% list. The bridge project has been awarded funding from federal (HBR) and state (OTIA) sources. The additional funds for painting Span 7 would not complete the unfunded portion of the project (painting of spans 2, 3 and 7). Funding this project did not appear to leverage other benefits such as multi-modal improvements or additional new funding.

Green Streets

- All green street demonstration projects were nominated for further consideration. However, the *Cully Boulevard Green Street* demonstration project was perceived to benefit from further planning and design work with the community prior to committing to construction funds.
- The *Beaver Creek Culvert* projects were nominated for further consideration.

Freight

- Only two freight projects were submitted for MTIP funding. Both were nominated for further consideration.

Planning

- Five of the planning applications were nominated for further consideration.
- The *Livable Communities on Major Streets* application was the lowest priority application from Metro and may be eligible for funding through the state TGM grant process due to its links to land use.
- The *I-5/99W Connector* corridor study could compete with other corridor studies for the Next Priority Corridor study nomination and was a means to achieving geographic balance.

Pedestrian

- The top 6 technically ranked projects were nominated for further consideration.
- In order to maximize the number of worthy projects for consideration, the 5th and 6th ranked projects were reduced in scope. The *Tacoma Street Pedestrian Improvement* project would eliminate two signal upgrades and five curb extensions to meet the new scope. The *St. John's Pedestrian Improvement* project would retain the pedestrian crossing improvements on Ivanhoe Street east of Philadelphia Avenue and redesign of the the Ivanhoe/Philadelphia intersection.

Road Modernization

- The prior commitment to *Boeckman Road* project was nominated for further consideration.
- Five of the top six technically ranked projects were nominated for further consideration. *Cornell Road* (Evergreen Parkway to Bethany Boulevard), was not advanced due to a balance of several considerations, including:
 - geographic balance; five of the six road projects grouped at the top of the technical ranking were located in Washington County
 - policy considerations; of these five road projects, the Cornell Road project was judged least likely to meet the primary program policy objective of leveraging economic development in mixed-use centers based on the application materials related to development of mixed-use centers and meeting local objectives (Attachment C).
- TPAC recommended that JPACT consider adding the Sunnyside Road project; (crm2), to the list for further consideration. While TPAC's process for nominating projects based on technical merit would not have allowed this project to advance, the committee recognized that this project's technical analysis was affected by its phasing into smaller parts and that JPACT had previously funded earlier project phases. Specifically, during the OTIA allocation recommendation of December 21, 2001, the Metro Resolution 02-3151 staff report stated "Approval of this funding would complete the Boeckman Road project. However, it would only complete the funding for the Sunnyside Road project from 122nd to 142nd. It is anticipated that future applications for MTIP funding will be considered for the remaining sections to 152nd and 172nd."
- TPAC also requested Metro staff consider revising the technical score of the 10th Avenue; East Main to Baseline project in Hillsboro based on vehicle delay data provided by the City of Hillsboro. Staff is currently working on a proposal to address this concern and will provide a technical update at the JPACT meeting.

Road Reconstruction

- The top three technically ranked projects were nominated for further consideration.

Regional Travel Options

- The *Regional Travel Options* program and the top two technically ranked projects were nominated for further consideration.
- The *I-5 Corridor TDM Plan* was nominated at half of the requested amount reflecting the region's desire for the project applicant, the Oregon Department of Transportation, to provide half of the funding for a plan that would significantly benefit one of their primary facilities.
- The *Clackamas Regional Center Shuttle Program* should be encouraged to reapply for funding through the Regional Travel Options program.

Transit Oriented Development (TOD)

- The *Metro TOD program* and the top two technically ranked projects were nominated for further consideration.

Transit

- The previous commitments to *South Corridor, Washington County Commuter Rail* and *North Macadam* development (Metro Resolution 03-3290) were nominated for further consideration.
- The portion of the *Frequent Bus Corridors* proposal that would fund stop, signal and transit tracker improvements within regional centers and industrial areas, and incorporating the 102nd Avenue Frequent Bus Stops application was recommended for further consideration at \$3.2 million. (Note, actual costs for these improvements are \$3.235 million). This reduces the scope of the application by approximately half, eliminating improvements in or near town centers, main streets and station communities.
- *Local Focus Areas* was recommended for further consideration at \$500,000, roughly half of the application amount for a program with six focus areas.
- The *Gresham Civic Station TOD* project was recommended for further consideration at \$2 million of a \$3.5 million dollar application. This would eliminate some of the project elements at the station development.
- The *North Macadam Transit Access* and *South Metro Amtrak Station* projects are nominated for further consideration as the remaining top technically ranked projects.

Next Steps

The purpose of this step in the MTIP process is to release a more focused set of proposed projects for public review. The public comment period is scheduled to begin on April 10, 2003, with JPACT and Council approval of a narrowed set of projects for further funding consideration. These recommendations from TPAC represent a project list that is approximately 184% of the remaining uncommitted MTIP funds for 2004-07. While public testimony will be accepted on any project application, the purpose of releasing a 150% list is to focus public dialogue on the projects that appear to have the most merit for MTIP particular funds based on their measurable benefits, as defined in the technical analysis.

Following the close of the public comment period on May 16th, JPACT and the Council will be asked to take further action to narrow the project list to the expected available funds of \$53.75 million dollars during the 2006-07 biennium and to balance any adjustments needed to the previous allocation for the 2004-05 biennium.

**Transportation Priorities 2004-07
TPAC Recommended 150% List**

Bike Trail		Boulevard		Bridge		Green Streets		
Priority	Description	Priority	Description	Priority	Description	Priority	Description	
1	pb2 Willamette Greenway: River Forum to River Parkway	\$1,256	1	plod1 N Macadam TOD	\$0,500	1	mg1 Yamhill Recon: 190th to 197th	\$0,450
2	ob1 Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0,844	2	pbvd1 102nd Ave: Weidter to Burnside	\$3,350	2	pg1 Cully Blvd Recon: PE	\$0,773
3	wb1 Beaverton Powerline Trail: LRT to Schuepsback Park	\$0,431	2	mbvd1 Stark St. Ph. 2a 190th to 191st	\$1,000	3	mg2 Civic Drive Recon: LRT to 13th	\$0,250
4	wb3 Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0,386	4	cbvd1 McLoughlin: I-205 to Hwy 43 Bridge	\$3,000	1	mg3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,470
5	wb2 Rock Creek Trail: Amberwood to Cornelius Pass	\$0,216	4	wm9 Rose Bigg: LRT to Crescent	\$1,908			
			6	pbvd3 Burnside: W 19th to E 14th (PE only)	\$2,000			
			7	pbvd2 Killingsworth: Interstate to MLK (PE only)	\$1,000			
			8	wbvd1 Cornell: Murray to Saltzman (construction)	\$2,500			
	Subtotal	\$3,133		Subtotal	\$15,258		Subtotal	\$2,943
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
6	pb1 E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1,049	n/a	mbvd1 Stark St. Ph. 2b 191st to 197th	\$0,800	pb1	Broadway Bridge Span 7 painting	\$2,500
7	mb1 Gresham/Fairview Trail: Burnside to Division	\$0,630	8	wbvd1 Cornell: Murray to Saltzman (ROW)	\$1,000	2	pg1 Cully Blvd Recon: ROW/Construction	\$1,700
			9	cbvd2 Boones Ferry: Kruse to Madrona (PE and ROW)	\$2,550			
	Total:	\$4,812		Total:	\$19,608		Total:	\$4,643
Planning		Pedestrian		Road Modernization				
1	wf1 Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$2,818	n/a	rpn1 Metro MPO required planning	\$1,709	n/a	crm1 Boeckman Rd: 95th to Grahams Ferry	\$1,956
2	pf1 MLK: Columbia to Lombard (PE only)	\$2,000	n/a	rpn3 Powell/Foster Corridor Plan (Phase II)	\$0,200	2	wm10 Greenberg Rd.: Shady Lane to North Dakota	\$1,789
			n/a	rpn4 RTP Corridor Plan - Next Priority Corridor	\$0,500	3	wm7 Murray Blvd: Science Park to Cornell	\$1,811
			n/a	rpn5 Regional Freight Data Collection	\$0,500	4	wm12 Baseline/Jenkins ATMS	\$0,449
			n/a	ppn1 Union Station Multi-modal Facility Development	\$0,300	5	wm1 223rd Ave. Railroad Under Xing	\$3,400
						6	wm11 Farmington Rd.: @ Murray Intersection	\$2,618
	Subtotal	\$4,818		Subtotal	\$3,209		Subtotal	\$12,023
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
			n/a	rpn2 Livable Communities on Major Streets	\$0,276	5	wm4 Cornell Road: Evergreen to Bethany (PE only)	\$1,088
			n/a	rpn5 I-599W Connector Corridor Study	\$0,500	7	wm3 Farmington Rd: 170th to 185th (PE only)	\$1,197
						8	wm1 Highway 8 Intersection @ 10th	\$0,797
						9	pm2 SE Foster/Barbara Welch Intersection	\$3,500
						10	wm6 10th Ave: E Main to Baseline	\$1,346
						11	pm1 SW Macadam: Bancroft to Gibbs	\$2,350
						12	wm8 Murray Blvd: Scholle Ferry to Barrows	\$2,579
						13	crm5 Clackamas Railroad Xing Traveler Info	\$0,385
						14	crm4 Wilsonville Rd. Traveler Info	\$0,105
						15	crm6 I-205 Johnson Cr Blvd interchange design/PE	\$0,600
						16	wm5 185th Ave.: Westview HS to W Union (PE only)	\$0,581
						17	crm2 Sunnyside Rd: 142nd to 152nd	\$4,000
						18	wm2 Farmington Rd.: 185th to 198th (PE only)	\$1,005
						19	crm3 Kinman Rd: Barber to Boeckman	\$1,000
	Total:	\$4,818		Total:	\$3,985		Total:	\$32,556
Regional Travel Options (RTO)		Transit Oriented Development (TOD)		Transit				
1	pr1 Division: 6th to 39th (Streetscape plan to 60th)	\$2,500	n/a	rtod1 Metro TOD Program @ \$1 m 06-07	\$2,000	n/a	tr1 Metro Res. 03-3290; South Corridor, Washington Co. Commuter Rail, North Macadam Development	\$16,000
2	mr1 242nd Ave.: Gilean to Stark	\$0,550	n/a	rtod1 Metro TOD Program restoration of \$.25 m 04-05	\$0,500	1	tr2 Frequent Bus Corridors	\$3,200
3	cr1 Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481	n/a	rtod1 Metro TOD Program increase of \$.5 m 04-07	\$2,000	2	tr3 Local Focus Areas	\$0,500
			n/a	rtod2 Urban Center Program	\$1,000	4	tr4 Gresham Civic Station TOD	\$2,000
			1	rtod1 RTO: TDM Core Program	\$1,700	5	tr6 North Macadam Transit Access	\$0,449
			n/a	rtod1 RTO: TMA Assistance/Programs	\$0,880	6	tr2 South Metro Amtrak Station	\$0,700
			n/a	rtod1 RTO: 2040 Initiatives Programs	\$0,600			
			n/a	rtod1 RTO: Non-Metro or TM Administered TDM Programs	\$0,307			
			n/a	rtod1 RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0,500			
			1	pldm1 Interstate Ave. TravelSmart	\$0,300			
			2	stdm1 I-5 Corridor TDM Plan	\$0,112			
	Subtotal	\$4,531		Subtotal	\$4,399		Subtotal	\$22,849
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
4	pr2 SE 39th: Burnside to Holgate (PE only)	\$0,400	2	stdm1 I-5 Corridor TDM Plan	\$0,112	1	tr2 Frequent Bus Corridors	\$4,374
5	pr3 W Burnside: 19th to 23rd	\$3,589	3	stdm1 Clackamas RC TMA Shuttle	\$0,129	2	tr3 Local Focus Areas	\$0,705
						3	pr1 102nd Bus Stop	\$0,135
						4	tr2 Gresham Civic Station TOD	\$1,450
						7	tr5 North Macadam Infrastructure	\$1,347
						8	tr4 Hybrid Bus Expansion	\$2,244
						9	tr1 Jantzen Beach Access	\$0,449
						10	tr1 Rockwood Bus/MAX Xler	\$0,382
	Total:	\$8,520		Total:	\$5,552		Total:	\$33,935

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

Bicycle/Trail Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Issue?	Received Comments?	QUALITATIVE FACTORS
Portland	1	Willamette Greenway: River Forum to River Parkway	\$1.256	85	Y	Y	Y	Y		Y	Y	Y			Greenway width of 100' gives space to integrate high-density urban development with the ecological function of a riparian buffer. Subdivision on one major site has condition of approval that includes the wide greenway donation within 3 years. Multi-modal potential of connection at SW Gibbs to proposed aerial tram to OHSU.
N Clack. Parks Dist.	2	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	77		Y	Y	Y	16%	Y		Y			NCPRD & Metro jointly purchased former streetcar ROW in 12/01. NCPRD will manage and maintain trail. Trolley Trail is a central component of Milwaukie's Downtown Waterfront Master Plan.
Tualatin Hills Parks & Rec. District	3	Beaverton Powerline Trail: LRT Crossing to Schuepback Park	\$0.431	73	Y	Y	Y	Y	30%	Y		Y			Improves livability for inner Beaverton residents; opportunity for transportation choices, recreation and exercise. Direct off-link to Tualatin Hills Nature Park. Citizen trail advisory committees, local trails advocates, and Friends of Westside Trails are in support of the project.
Tigard	4	Washington Square Greenway: Hwy. 217 to Hall Blvd.	\$0.386	69	Y	Y	Y	Y				Y			A key concept of Washington Square Regional Center Plan is need for parks and open spaces to soften density that is proposed; vision of livable community with balance between urban and nature.
Hillsboro	5	Rockcreek Trail: Amberwood to Cornelius Pass Road	\$0.216	68		Y	Y	Y	60%	Y		Y			Hillsboro anticipates completing design and any necessary ROW acquisition entirely with local funds. City will provide 50% match for MTIP construction dollars.
Portland	6	Eastbank Trail/Springwater Gaps (PE/ROW)	\$1.049	64	Y	Y	Y	Y	20%	Y		Y			Completing 0.9 mile gap makes 19.2 miles of continuous off-street trail. Construction-ready project would increase support for Portland Parks bond package including trails improvements and not require future MTIP funding.
Gresham	7	Gresham/Fairview Trail: Burnside to Division	\$0.630	51	Y	Y	Y	Y	23%	Y		Y	Y		Over-match of funding for this phase; funding secured for ROW and construction of Phase 1 NE Halsey to SE Burnside. Benefits Rock Creek TC. Unique opportunity to access TriMet's Ruby Junction facility. Public support by neighborhoods and watershed councils. Serves low income area and concentration of Hispanic population.
		Subtotal:	\$4.812												

**Transportation Priorities 2004-07
Technical Rankings and Qualitative Considerations**

Boulevard Design Projects

Agency	Code	Proposed Rank	Project Title	Federal Funds Requested	Total Project Points	Green Street Bonus points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic impact/jobs benefit?	Environmental Justice impacts?	Received public comments?	QUALITATIVE CONSIDERATIONS
City of Portland	ptod1	1	North Macadam TOD: SW Bond and Moody avenues	\$ 0.500	100	5	20	20	40	15				Y	69%		Y			Linked to Macadam district redevelopment and complements SDC monies, private investment and TIF that will be used to finance the North Macadam TOD project. Also complements Portland street car extension and other North Macadam transportation improvements. Fills gaps in bike/ped network.
City of Portland	pbl1	2	102nd Avenue: Weidler to Burnside	\$ 3.350	98	10	25	17	38	8	Y		Y	Y	31%		Y	Y		Linked to Gateway Transit Center redevelopment at NE Pacific and 102nd Ave. and complements \$1.5M SDC monies, urban renewal district funds and MTIP grant for PE and design in 2003-04. Community interested in forming LID for additional funding to complement this project. Serves low income area.
City of Gresham	mb1	2	Stark Street Phase 2: 190th to 192nd	\$ 1.000	98	10	25	20	28	15		Y	Y	Y	11%	Y	Y	Y		Linked to Phase 1 Stark Street (181st to 190th) to complete boulevard design in Rockwood TC; complements TEA-21 funds, prior MTIP funds, local TIF monies and prior ped-to-MAX improvements. Part of on-going effort to revitalize Rockwood neighborhood. Weed and Seed program and Rockwood business Assistance program and Oregon Association of Minority Entrepreneurs active in Rockwood to foster economic development. High level of community support. Serves very low income area and concentration of Hispanic population.
City of Oregon City	mb2	3	McLoughlin Blvd.: I-205 to Highway 43 bridge	\$ 3.000	97	10	25	20	34	8	Y		Y	Y	40%		Y			Linked to implementation of downtown Community plan and waterfront master plan, supporting downtown revitalization efforts, complements 40% overmatch with urban renewal district funds and complements South Corridor recommended improvements.
City of Beaverton	wrm9	3	Rose Biggi extension: LRT to Crescent St.	\$ 1.907	97	5	25	12	40	15				Y	19%	Y	Y	Y		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. 19% overmatch provided. Serves low income area and concentration of Hispanic population.
City of Portland	cb12	4	Burnside Street: W 19th to E 14th (PE only)	\$ 2.000	92	10	25	17	40	0	Y			Y			Y	Y		Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.
City of Portland	cb1	4	Killingsworth: Interstate to MLK (PE only)	\$ 1.000	92	10	25	14	35	8				Y		Y	Y	Y		Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Black and Mexican population.
Washington County	wb1	5	Cornell Road: Murray to Saltzman	\$ 3.500	87	10	25	20	32	0	Y		Y	Y	62%		Y			Project received \$540,000 for ROW acquisition in Priorities 2000. Design resulted from extensive public involvement as part of Cedar Mill Town Center Plan and a project advisory committee (PAC) recommendation. Project complements \$5.7 M in MSTIP monies (which provide 69% overmatch) and completes gaps in bike and pedestrian network.
City of Lake Oswego	cb3	6	Boones Ferry Rd.: Kruse Way to Madrona (PE & ROW)	\$ 2.550	68	0	20	20	28	0				Y	15%	Y	Y			Lake Grove TC plan (and implementing code amendments) not yet adopted. Project complements TIF district if approved by City Council, completes gaps in bike/ped network and provides crossing refuges near school. Project does not provide on-street parking and wide sidewalks due to ROW constraints.

TOTAL: 18.807

Transportation Priorities 2004- 2007: Technical Ranking and Qualitative Considerations						2040 Land Use Objectives				Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff						Cost Effectiveness				QUALITATIVE FACTORS					
						2040 Land Use Designation				Size of Project			Design Elements			Amount infiltrated/project cost									
Agency	Code	Rank	Project Title	Federal Funds Request (millions)	Total Project Points	Central City, Regional Center, Industrial Area, Town Center	Main Streets, Station Community	Corridors	All other areas	Pnts	High	Medium	Low	Pnts	Preserve Existing/Plant Large Trees	Removal Of Impervious Surface Area	Pervious sidewalks or low traffic areas	Curb options per Green Streets hndbk	Use of infiltration/detention devices		Pnts	High	Medium	Low	Pnts
					100	10	7	3	0	10	10	7	3	10	10	10	10	10	10	50	30	20	10	30	
City of Gresham		1	Yamhill Green Street	0.450	94		7			7	7			10	10	10	10	10	50	30			30	Project planning and preliminary design work nearly completed. Good pilot for upgrading an "unimproved" street to Green Street standards in a newly developing Town Center. Leveraging funds from many other sources. Serves very low income area and concentration of Hispanic population.	
City of Portland		2	Cully Green Street	2.200	87		7			7	10			10	10	10	10	10	50		20		20	Good pilot for upgrading "unimproved" street to green street standards along a main street. Project associated with low income community development. Design not as far along as other projects so PE is relatively high.No funding from other sources such as BES. Serves low income area.	
Metro TOD		3	NW Civic Drive Green Street	0.250	68	10				10		3		10	5	10	10	10	45			10	10	Project part of a TOD, high visibility. Good pilot for mitigating water quality impacts of high density, urban development. Leveraging funds from other TOD development plans. Connected to a larger stormwater planning effort on 14 acres of Metro owned land.	
Subtotal				2.900																					

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

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

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	SUPPORT BUSINESS	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic development, jobs impact?	Received Comments?	QUALITATIVE FACTORS
Wash Co	wf1	1	Tualatin Sherwood Road	\$ 2.818	67	15	13	26	13				Y			Y		High volume truck route will be improved into a multi-modal connection between 99W and I-5.
Portland	pf1	2	NE Martin Luther King Jr. Blvd.	\$ 2.000	59	13	13	21	11		Y		Y	41%		Y		Improves a critical gap in Regional Freight System. Supports recommendations of I-5 Trade Corridor study.
SUBTOTAL:				\$ 4.818														

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

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic Impact/jobs benefit	Environmental Justice Impact?	Received public comments?	QUALITATIVE CONSIDERATIONS
City of Forest Grove	wped1	1	Forest Grove Town Center Pedestrian Improvements	0.900	94	25	20	34	15	Y							Y		Completes gap in ped system (including ADA accessibility); complements prior MTIP allocation for downtown ped improvements. Serves concentration of Hispanic population.
City of Portland	pped1	2	Central eastside bridgeheads	1.456	90	20	20	40	10		Y	Y	Y			Y	Y		Complements current bike/ped improvements to Morrison Bridge and potential future street car via MLK/Grand, completes gaps in ped system and implements CEID Opportunity Strategy. Could be split to Burnside/Morrison/Hawthorne bridgeheads and Water Avenue ramps. Serves low income area.
City of Hillsboro	wped2	3	Hillsboro Regional Center Pedestrian Improvements	0.522	88	23	14	36	15					20%	Y		Y		Completes gaps in ped system that connect to businesses, schools, Shute library and to LRT in RC; serves low-moderate income households. 20% overmatch provided. Serves low income area and concentration of Hispanic population.
City of Tigard	wped3	4	Tigard Town Center Pedestrian Improvement: (Commercial Street)	0.203	85	25	17	28	15						Y		Y		Complements future commuter rail station by improving ped access between station and town center area. Implements traffic study/task force recommendations. Serves concentration of Hispanic population.
City of Portland	pped3	5	Tacoma Street: 6th to 21st	1.278	84	20	20	34	10		Y	Y	Y			Y			Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and increases on-street parking in support of main street and bicycle boulevard on adjacent street. Supports employment by leveraging main street development.
City of Portland	pped2	6	St. Johns Town Center Pedestrian Improvements	1.934	83	25	17	31	10			Y	Y				Y		Implements St. John's Bridge Truck Strategy recommendations. Town center plan (and implementing code amendments) not yet adopted. Provides critical signal system improvements and realigns intersections to better facilitate truck movements and improve ped safety. Serves low income area.
Washington County	wped4	7	Merlo Road: LRT station to 170th	0.271	82	25	13	29	15						Y				Improves ped access to THPRD nature park, completes gap in ped system and complements other public investments such as the Merlo transit station, TriMet bus barn, Beaverton School District offices and an alternative high school.
City of Oregon City	cped1	8	Molalla Avenue: Gaffney to Fir	0.800	72	20	20	22	10				Y	38%					Completes gaps in bike/ped systems; provides 38% overmatch; implements Molalla Corridor improvement plan and linked to \$2.1 million for Phase 1 improvements invested by the city

Subtotal:

TOTAL: \$ 7.364

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

Road Modernization Projects

Agency	Code	Proposed Rank	Project Title	Federal Funds Request	Total Project Points	CONGESTION RELIEF	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs Impact	Environmental Justice Issues?	Public Comments Received?	QUALITATIVE FACTORS
Wilsonville	crm1	n/a	Boeckman Rd: 95th to Grahams Ferry	\$1.956	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Y	Y	Y	Y						Funding approved by prior Metro Resolution; no further analysis conducted, the model constraints applicable to Kinsman true of this project also.
Wash. Co.	wrm4	1	Cornell Road: Evergreen to Bethany (PE)	\$1.088	86	25	20	8	20	8	5			Y	Y		Y				Y	Multi-modal missing link; No overmatch but ROW mostly acquired, Town Cntr plan not actually adopted. Serves Five Oaks elementary school. Serves concentration of Asian population.
Tigard	wrm10	2	Greenberg Rd.: Shady Lane/North Dakota	\$1.789	85	20	14	11	20	15	5	Y	Y	Y							Y	Prior PE & ROW allocations; provides missing roadway and multimodal links. Serves low-income area and concentration of Hispanic population.
Wash. Co.	wrm7	3	Murray Blvd: Science Park to Cornell	\$1.811	84	17	17	10	20	15	5		Y		Y							Very hi accident rate in short distance; hi safety committee rank; very 2040 supportive road project that supplies missing multimodal links and improves town center gateway; link to Cornell Boulevard MSTIP project.
Wash. Co.	wrm12	4	Baseline/Jenkins ATMS	\$0.449	79	22	20	12	10	15	0		Y	Y							Y	Segment connects to 5 LRT station communities; derives from County ITS Master Plan and operations center investments. Serves concentration of Hispanic population.
Mult. Co.	mrm1	5	223rd Ave. Railroad Undercrossing	\$3.400	78	17	13	20	20	8	0	Y	Y	Y	Y	Y					Y	Project links to 223rd/Sandy intersection signalization project; prior PE & ROW allocation; hi committee safety rank. Serves low income area and concentration of Hispanic population.
BV	wrm11	6	Farmington Rd. @ Murray intersection	\$2.618	75	17	20	15	10	8	5	Y		Y	Y	Y					Y	New bike/ped facilities provided - Bike/ped environment impacted by double left and right turn lanes on all approaches. Serves low income area and concentration of Hispanic population.
Wash. Co.	wrm3	7	Farmington Rd: 170th to 185th (PE)	\$1.197	67	25	17	2	10	8	5			Y	Y		Y				Y	Serves Mountain View middle school. Serves concentration of Hispanic population.
Cornelius	wrm1	8	Highway 8 Intersection @ 10th (Schieffer)	\$0.850	66	13	14	16	10	8	5	Y	Y		Y						Y	FY 2000-03 MTIP project reconstructed Adair from 10th - 20th. Adds bike lanes to regional corridor. Serves concentration of Hispanic population.
COP	prm2	9	SE Foster/Barbara Welch Intersection	\$3.500	63	17	14	9	10	8	5		Y		Y			Y				w/in 1 mile of Pleasant Valley Town Center; Gateway to Damascus; salmonid culvert replacement & green streets drainage
Hillsboro	wrm6	10	10th Ave: E Main to Baseline	\$1.346	60	8	17	20	10	0	5	Y		Y	Y						Y	Delay value may under report intersection level congestion of right turn movements; Potential for MAX train delay by vehicle queuing or loss of signal preemption. Serves very low income area and concentration of Hispanic population.
COP	prm1	11	SW Macadam: Bancroft to Gibbs	\$2.350	58	8	17	20	10	0	3		Y									Med safety based on future development and prospective access constraints; hi 2040 support
BV	wrm8	12	Murray Blvd: Scholls Ferry to Barrows	\$2.579	57	13	10	19	10	0	5				Y	Y						35% local/private match; moderate 2040 support.
Clack. Co.	crm5	13	Clackamas Railroad King Traveler Info	\$0.385	56	13	20	13	10	0	0		Y	Y								Estimate of delay reduction targeted to Emergency Service providers; breaks down rail imposed separation of fire/safety services from Downtown Milwaukie and enhances EMS exposure to ITS benefits.
BV	wrm9	14	Rose Biggs: LRT to Crescent	\$1.908	51	8	13	20	5	0	5		Y		Y						Y	Model does not assign volume to minor road facility; facility contribution to improvement of Reg. Cntr local circulation and reduction of main arterial delay is not well represented. Serves very low income area and concentration of Hispanic population.
Wilsonville	crm4	15	Wilsonville Rd. Traveler Info	\$0.105	49	13	10	11	15	0	0		Y	Y								Inadequate basis for assignment of future year congestion relief/cost effectiveness
Clack. Co.	crm6	16	Johnson Cr Blvd I-205 interchange (PE)	\$0.600	46	8	10	13	15	0	0		Y	Y	?							Model does not account for probable loop ramp relief of congestion at Fuller Road signal; County data inconclusive regarding benefit but low to moderate congestion relief seems probable. Preliminary cost estimate of \$4.6 million down from original staff est. of \$10 million. No firm basis for any estimate until conclusion of PE. May benefit LRT
Clack. Co.	crm2	16	Sunnyside Rd: 142nd to 152nd	\$4.000	45	12	13	5	10	0	5	Y	Y	Y	Y	?						County believes congestion levels at 142 & 152 are under-reported. Project is more than 1 mile from a Tier 1 or 2 land use but is a segmented project from partially funded OTIA project of 122nd to 172nd. Gateway to Damascus and serves Sunnyside urban village.
Wash. Co.	wrm5	17	185th Ave.: Westview HS to W Union (PE)	\$0.581	42	12	6	6	5	8	5			Y	Y		Y					
Wash. Co.	wrm2	19	Farmington Rd.: 185th to 198th (PE only)	\$1.005	31	8	6	2	10	0	5			Y	Y						Y	Facility greater than 1 mile from regional or town center. Serves concentration of Hispanic population.
Wilsonville	crm3	20	Kinsman Rd: Barber to Boeckman	\$1.000	18	8	6	4	0	0	0		Y		Y							Project not from Financially constrained system; not air quality neutral or beneficial; surrounding road system elements not presently in existence and model cannot distinguish effect of this from other connecting links; low safety score from committee.

SUBTOTAL: \$32.561

Transportation Priorities 2004-07: Nominations Summary Technical Ranking and Qualitative Issues																								
Road Reconstruction Projects																								
Agency	Code	Technical Rank	Project Title	Federal Funds Request (millions)	Total Project Points	PAVEMENT CONDITIONS	ALTERNATIVE EFFECTIVENESS FACTORS	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environmental Justice Issues?	Received Public Comments?	QUALITATIVE FACTORS	
Total points possible for each scoring category					100	10	15	20	20	20	15	10												
COP	pr1		1 Division: 8th to 39th (Streetscape Plan to 60th)	\$2,500	88	6	12	17	18	15	10	10				Y								
Mult Co.	mr1		2 242nd Ave.: Gilman to Stark	\$0,550	85	10	12	10	13	15	15	10			Y	50%								Very good pavement condition today but hi volume expected to produce very poor conditions by 2010
Milwaukie	cr1		3 Lake Rd: 21st to Hwy 224 (PEROW)	\$1,481	76	8	12	13	18	15	5	5	Y	Y	Y			Y						Provides safe route to Milwaukie HS and Rowe Middle School. Link to Harmony Road improvements, providing connection to Clackamas RC.
COP	pr2		4 SE 39th: Burnside to Holgate (PE)	\$0,400	67	6	10	20	6	10	15	0			Y									
COP	pr3		5 W Burnside: 19th to 23rd	\$3,589	63	6	9	13	20	15	0	0			Y	Y						Y		Serves low income area.
SUBTOTAL:				\$8,520																				
TPAC APPROVED 150% SUBTOTAL: (Projects in Bold)				\$4,531																				

Transportation Priorities 2004-07: Nominations Summary Technical Ranking and Qualitative Issues																								
Bridge Projects																								
Agency	Code	Technical Rank	Project Title	Federal Funds Request (millions)	Total Project Points	BRIDGE CONDITIONS	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environmental Justice Issues?	Received Public Comments?	QUALITATIVE FACTORS		
Total points possible for each scoring category					100	25	20	20	20	15	10													
Mult Co.	pbr1		1 Broadway Bridge Span 7 painting	\$2,500	85	25	20	20	5	15	0	Y		Y										Bridge repair and painting received HBR and OTIA funds but not enough to complete painting of all spans.
SUBTOTAL:				\$2,500																				
TPAC APPROVED 150% SUBTOTAL: (Projects in Bold)				\$0,000																				

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

Regional Travel Options Program and Projects

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

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

TOD Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
Metro	1	TOD Implementation Program	\$4.500	98	Y	Y	Y	Y	Y	Y		Y		Y	broad public support: elected officials, neighborhood associations; serves as regional and national case study; high public to private leverage ratio of invested funds; supports urban centers strategies in centers with light rail, broad geographic distribution of funds
Metro	2	Regional & Urban Centers Implementation Program	\$1.000	95	N	Y	Y	Y	Y	Y		Y		Y	expands TOD Program activities to urban centers served by high frequency bus expands geographic distribution of funds; demonstrated public support
Clackamas C	3	CRC Parking Garage	\$0.250	55		Y	Y	Y	Y			Y			funding for planning and PE only; urban renewal funds available for capital; joint development project could be included in I-205 budget
COP	4	North Mcadam Couplet	\$0.500	53				Y	Y	Y	Y	Y			project also ranked in boulevard funding category
Beaverton	4	Rose Biggi Extension	\$1.908	53	Y	Y		Y	Y				Y		project also ranked in boulevard funding category

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

Transit Projects

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

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



DRAFT

DATE: April 8, 2003
TO: JPACT and MPAC
FROM: Metro Council
SUBJECT: Council Recommendation on Transportation Priorities 2004-07 List

* * * * *

Following is the assessment of the Metro Council of priorities for the Transportation Priorities 2004-07 project and program list. The purpose of establishing these priorities is to clearly articulate at the beginning of the selection process the most important funding priorities of the Metro Council. It is our intent that providing these priorities early in the selection process will advance the level of discussion among our regional partners in coming to an agreement at the JPACT table and allow for a smooth approval process at the Metro Council, knowing that our JPACT partners have understood our priorities while negotiating the Transportation Priorities 2004-07 program.

The proposed recommendation accomplishes several objectives, including:

- Honor prior commitments to fund projects from these funds
- Funds core Metro planning functions
- Implements 2040 land use objectives
- Implements economic development program goals
- Provides the first allocation of Metro transportation funds to implement endangered species recovery policies

The first set of priorities for the Council is the previous commitments made by JPACT and the Council to current projects and planning studies. This includes the commitment to the South/North corridor for \$6 million per year through the year 2009. This commitment was recently amended (by Metro Resolution #03-3290) to commit an additional \$2 million per year in Transportation Priorities revenues for year 2006 through 2009 and extend that total of \$8 million per year for years 2010 through 2015. This amendment would provide \$39 million dollars toward implementation of the South Corridor project, \$10 million for Washington County commuter rail and \$10 million for development of the North Macadam area.

A second priority is the commitment made by the region during the previous recommendation to ODOT for OTIA funding to complete the Boeckman Road project (Metro Resolution # 02-3151) with \$1.956 million of future Transportation Priorities funding.

The third set of priorities for the remaining \$35.8 million reflect our goals for Metro Planning, 2040 Implementation and economic development in the Central City, Regional Centers and Industrial areas and Port facilities, and endangered species recovery. These priorities reflect the needs of Metro planning and the policy guidance provided by the Council to the Transportation Priorities program prior to the application solicitation.

Metro planning has used these funds for planning purposes since the authorization of the first surface transportation act by Congress in 1991. Prior to that time, Metro used other federal funding sources such as interstate transfer and Federal Aid Urban (FAU) funds and collected dues from the Metro jurisdictions to fund this planning work.

Using Transportation Priorities funds to implement the 2040 Growth Concept was re-emphasized by the Metro Council as a priority. This package of projects concentrates on implementation of the 2040 growth concept in the central city, regional centers and industrial areas and inter-modal facilities. These areas have previously been identified as the highest priority land use areas to meet economic development goals of retaining and creating jobs, consistent with the 2040 growth concept.

Finally, the use of Transportation Priorities funds for the recovery of endangered species was recognized by the Council with the acceptance of the Green Streets program report, handbook and regional transportation plan amendments. Support for recovery of endangered fish species has been endorsed by the Council on several occasions, including adoption policies (Metro Resolution 99-2815A), of Title 3 goals and policies and direction for annual reporting on Metro actions to comply with the Endangered Species Act.

**Metro Council Recommended Projects and Programs
Transportation Priorities 2004-07; Funding the 2040 Growth Concept**

Previous Commitments

Project	Policy Purpose	Amount of Funding
South/North Commitment	Funds IMAX, S Corridor Planning	\$12 million
South Corridor	Funds priority S Corridor project linking Clackamas RC to Gateway RC and Central City	\$39 million over 8 years
Washington County Commuter Rail	Links Beaverton RC, Washington Sq. RC to several Town Centers	\$10 million over 8 years
North Macadam Development	Central city priority development	\$10 million over 8 years
Boeckman Road	Fulfills OTIA funding commitment for Damasch site development	\$1.956 million
Total 2006-07 Allocation		\$17.956 million*

*Allocation for, South Corridor, Washington County commuter rail and North Macadam development totals \$4 million in 2006-07.

Policy Objectives

Metro Planning		2040 Implementation						Endangered Species Recovery	
		Central City		Regional Centers		Ports & Industry			
MPO Required Planning	\$1.71m	*Burnside Boulevard PE or Central Eastside Bridgeheads	\$2m	Washington Sq. RC Trail	\$0.39m	MLK Blvd. PE	\$2m	Yamhill Green Street Demo	\$0.45m
Powell-Foster Corridor	\$0.2m	Union Station	\$0.3m	102 nd Avenue Boulevard (Gateway)	\$3.35m	I-5/99W Connector Study	\$0.5m	Beaver Creek Culvert	\$1.47m
				McLoughlin Boulevard (Oregon City)	\$3m	I-5/99W Corridor Engineering	\$2m		
				Hillsboro RC Pedestrian	\$0.52m	I-5 TDM Plan	\$0.112m		
				Gresham Civic Station TOD	\$2m				
				Rose Biggi Boulevard (Beaverton)	\$1.91m				
				Clackamas RC TOD	\$0.25 m				
		Metro TOD Program			\$3.5m				
		Frequent Bus			\$3.235m	Frequent Bus			
		Regional Travel Options Program			\$3.987m	Regional Travel Options Program			
Totals	\$1.91m		\$2.3m		\$21.89m		\$4.612m		\$1.92m
Grand Total									\$32.63m

*Discuss with City of Portland local priority and redevelopment potential along Grand Avenue and Water Avenue to determine whether to fund preliminary engineering of Burnside Boulevard project (\$2 million) or the construction of the central eastside bridgehead pedestrian project (\$1.456 million).

Funding of these projects amount to \$32.6 million of the uncommitted \$35.8 million funds. As discussions occur at JPACT, it may be possible to phase programs and projects to allow more funding capacity for other projects and programs.


April 2003

04/08/03 - 02/1

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	MPAC will have a short South Corridor presentation (project will come forward in mid-summer)	1 PrepJPACT • Draft memo to Council on MTIP picks 2 pm Informal	2	3 2 pm Council	4	5
6	7	8 2 pm Informal • MTIP - 150% list, including; ✓ memo to JPACT re 100% list, i.e., council picks ✓ letter re Highway Design Manual & STAs (Special Transp. Areas)	9 5 pm MPAC • MTIP - overview of evaluation criteria & 150% list	10 7:15 am JPACT • 03-3303 LPA So Corr • 03-3306 Damascus Concept Plan • Letter re Hwy. Design Manual & Special STAs • 03-3309 Amending MTIP to auth. Obligation of USDOT FY 03 Earmrk • MTIP Rev tech rankings & rec. approve 150% list • Memo from Council re MTIP picks (100%) • 03-3316 TriMet IGA 2 pm Council • 03-3309 - MTIP • Council approves & releases 150% list • 03-3306 Dam Conc Plan • 03-3316 TriMet IGA MTIP - 30-day public comment period begins.	11	12
13	14 5-7 pm - MTIP Public Listening Post @ Metro,	15 2 pm Informal • South Corr briefing 5-7 pm - MTIP Public Listening Post @ Bvtn	16 Passover begins at sundown	17 (Passover) 2 pm Council • Res. 03-3303 - So. Corridor LPA (action)	18	19
20	21 5-7 pm - MTIP Public Listening Post @ Oregon City	22 2 pm Informal	23 5 pm MPAC • MTIP - comments on 150% list submitted to JPACT & Metro Council	24 2 pm Council	25 TPAC	26
27	28	29 2 pm Informal	30			

May 2003


Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	<p>2003 RTP Update begins May 6 (required by Feb. 2004 to maintain fed'l. certification).</p> <p>Sunrise Corridor Work Plan (no later than June)</p>	<p>MTIP Update – 100% List – Council discussion</p>		<p>1 2 pm Council • 03-3311 ITS Subcmte of TPAC</p>	2	3
4	5	<p>6 2 pm Informal • RTP Update (Need to coordinate dates w/MPAC) • 03-xxxx Sunrise Corridor Work Plan • STIP Dev. Pgm. • Req. RTO Annual Rpt. • Req. TOD presentation</p>	7 5 pm MPAC	<p>8 7:15 am JPACT (370) • 03-xxxx Sunrise Corr. Work Plan • STIP Dev. Pgm. • 03-xxxx MTIP Res (on what?) • RTO presentation • TOD presentation 2 pm CANC. Council</p> <p>LCDC HEARING ON UGB @ Metro</p>	9	10
11	12	<p>13 2 pm Informal</p>	14	<p>15 2 pm Council • Hwy. 217 Pol Adv. Cmte.</p>	<p>16 <i>MTIP - 30-day public comment period on 150% list ends</i></p>	17
18	19	<p>20 2 pm Informal • MTIP - 100% list</p>	21 5 pm MPAC	<p>22 2 pm Council • 03-xxxx Sunrise Corr. Work Plan • STIP Dev. Pgm. • Other MTIP Res.?</p>	23	24
25	26	<p>27 2 pm Informal</p>	28	<p>29 2 pm Council</p>	30 TPAC	31

	 Memorial Day					
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June 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Ord. – RTP Amendments Res. – MTIP, STIP & LUFO Need to 1) check dates, 2) coord. W/MPAC. Contacts: Kloster, S. Kelly & Benner South Corridor – mid-summer	2	3 2 pm Informal	4	5 2 pm Council	6	7
8	9	10 2 pm Informal	11 5 pm MPAC	12 7:15 am JPACT • MTIP Tentative action on final Transp. Priorities pgm. pending AQ analysis 2 pm Council	13	14
15	16	17 2 pm Informal	18	19 2 pm Council • MTIP - Tentative action on final Transp. Priorities pgm. pending AQ analysis	20	21
22	23	24 2 pm Informal	25 5 pm MPAC	26 2 pm Council	27 TPAC	28
29	30	June/July – Air Quality conformity determination conducted for final Transportation Priorities program (? or s/b MTIP 100% list?)				


July 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>June/July – Air Quality Conformity determination conducted for final Transportation Priorities program</p> <p>July - 30-day public comment period on Air Quality Conformity analysis begins.</p> <p>July – Powell/Foster Corridor Study – JPACT & Council action; endorse options to be carried into Phase II</p> <p>Potential Quasi-judicial hearings (on what?) – Council action</p>		<p>1 2 pm Informal</p>	<p>2</p>	<p>3 2 pm Council</p>	<p>4</p> <div style="text-align: center;">  <p>Independence Day</p> </div>	<p>5</p>
<p>6</p>	<p>7</p>	<p>8 2 pm Informal</p>	<p>9 5 pm MPAC</p>	<p>10 7:15 am JPACT</p> <ul style="list-style-type: none"> • 03-tba - Powell/Foster Corridor Study – Endorse options to be carried into Phase II. JPACT & Council action. • Potential quasi-judicial hearings (on what, Powell/Foster?) <p>2 pm Council</p>	<p>11</p>	<p>12</p>
<p>13</p>	<p>14</p>	<p>15 2 pm Informal</p>	<p>16</p>	<p>17 2 pm Council</p>	<p>18</p>	<p>19</p>
<p>20</p>	<p>21</p>	<p>22 2 pm Informal</p>	<p>23 5 pm MPAC</p>	<p>24 2 pm Council</p> <ul style="list-style-type: none"> • 03-tba - Powell/Foster Corridor Study • Quasi-Judicial hearings? 	<p>25</p>	<p>26</p>
<p>27</p>	<p>28</p>	<p>29 2 pm Informal</p>	<p>30</p>	<p>31 2 pm Council</p>		



August 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
August – JPACT and Council action on Air Quality Conformity and adoption of Transportation Priorities 2004-07 program (MTIP Update?).					1 TPAC	2
3	4	5 2 pm Informal	6	7 2 pm Council	8	9
10	11	12 2 pm Informal	13 5 pm MPAC	14 7:15 am JPACT • Action on Air Quality Conformity and adoption of Transportation Priorities 2004-07 program 2 pm Council	15	16
17	18 POSSIBLE RECESS	19 POSSIBLE RECESS 2 pm Informal	20 POSSIBLE RECESS	21 POSSIBLE RECESS 2 pm Council • ?? Air Quality Conformity action (adopt?) • ?? Adopt Transp. Priorities 2004-07 pgm.	22 POSSIBLE RECESS	23
24	25 POSSIBLE RECESS	26 POSSIBLE RECESS 2 pm Informal	27 POSSIBLE RECESS 5 pm MPAC	28 POSSIBLE RECESS 2 pm Council	29 POSSIBLE RECESS	30
31						

September 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	<p>1</p>  <p>Labor Day</p>	<p>2</p> <p>2 pm Informal (Sept. – Regional Travel Options – Rob't. Wood Johnson ALPES Grant Proposal, Council disc. & endorsement – end. here or at Council, & will it be legislation?</p>	<p>3</p>	<p>4</p> <p>2 pm Council (from August: • ?? Air Quality Conformity action (adopt?) • ?? Adopt Transp. Priorities 2004-07 pgm.</p>	<p>5</p>	<p>6</p>
<p>7</p>	<p>8</p>	<p>9</p> <p>2 pm Informal</p>	<p>10 5 pm MPAC</p>	<p>11 7:15 am JPACT 2 pm Council</p>	<p>12</p>	<p>13</p>
<p>14</p>	<p>15</p>	<p>16</p> <p>2 pm Informal</p>	<p>17</p>	<p>18</p> <p>2 pm Council</p>	<p>19</p>	<p>20</p>
<p>21</p>	<p>22</p>	<p>23</p> <p>2 pm Informal</p>	<p>24 5 pm MPAC</p>	<p>25</p> <p>2 pm Council</p>	<p>26 TPAC</p>	<p>27 Rosh Hashana</p>
<p>28</p>	<p>29</p>	<p>30</p> <p>2 pm Informal</p>				



October 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Oct. – MTIP Update - priorities 2004-07 Marketing Plan published (Council discussion); obligation of FY 2004 funding begins			1	2 2 pm Council	3	4
5	6	7 2 pm Informal	8 5 pm MPAC	9 7:15 am JPACT • Hwy. 217 Corr. Study – Review initial alternatives  Rooney's birthday! 2 pm Council	10	11
12	13	14 2 pm Informal • MTIP Update – Priorities 2004-07 Marketing Plan – discussion • Hwy. 217 Corr. Study – Review initial alternatives	15	16 2 pm Council	17	18
19	20	21 2 pm Informal	22 5 pm MPAC	23 2 pm Council	24	25
26	27	28 2 pm Informal	29	30 2 pm Council	31 9:30 am TPAC 	



Could possibly occur in October/November:

December 2003/January 2004 – South Corridor amended Locally Preferred Alternative (LPA) for downtown expected Dec. 2003/Jan. 2004
 December 2003/January 2004 – South Corridor Land Use Final Order – I-205, anticipated Dec. 2003/Jan. 2004

November 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Nov. – Council consideration of whether or not to prepare Transportation ballot measure.						1
2	3	4 2 pm Informal • Discussion of Transportation Ballot Measure	5	6 2 pm Council • Direction to Prepare Transportation Ballot Measure	7	8
9	10	11  Veterans' Day	12 5 pm MPAC	13 7:15 am JPACT 2 pm Council	14	15
16	17	18 2 pm Informal	19	20 2 pm Council	21	22
23	24	25 2 pm Informal	26 5 pm MPAC	27  Thanksgiving Day	28 TPAC	29
30						

December 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 2 pm Informal	3	4 2 pm Council	5	6
7	8	9 2 pm Informal	10 5 pm MPAC	11 7:15 am JPACT 2 pm Council	12	13
14	15	16 2 pm Informal	17	18 2 pm Council	19	20  Chanukah
21	22	23 2 pm Informal	24 5 pm MPAC	25  Christmas Day	26	27
28	29	30 2 pm Informal	31			

December 2003/January 2004 – South Corridor amended Locally Preferred Alternative (LPA) for downtown expected Dec. 2003/Jan. 2004
 December 2003/January 2004 – South Corridor Land Use Final Order – I-205, anticipated Dec. 2003/Jan. 2004

DEQ-MANDATED REMEDIAL INVESTIGATION / FEASIBILITY STUDY
ST. JOHNS LANDFILL

1 Development of Draft Permit / Order

2 Public Review of Draft Permit / Order

3 Issuance of Permit / Order

4* Remedial Investigation Proposal

- Summary of Site-Specific Issues
- Review of Previously-Completed Work
- Conceptual Site Model (Risk Pathways and Receptors)
- Conceptual Site Hydrogeologic Model
- Goals & Objectives for Each Phase of the RI/FS
- Estimated Schedule for the RI/FS

5* Remedial Investigation (RI)

a) RI Work Plan

- Project Management Plan
- Site Description
- Site Characterization
 - Contaminant Characterization
 - Hydrogeologic Characterization
 - Sampling Locations and Methods
- Land and Water Use Identification
- Sampling & Analysis Plan
- Health & Safety Plan
- Maps
- RI Implementation Schedule

-
- b) RI Implementation
 - c) RI Report

6* Risk Assessment (RA)

- a) RA Work Plan
- b) RA Implementation
- c) RA Report

7* Feasibility Study (FS)

- a) FS Work Plan
- b) FS Implementation
- c) FS Report

8 DEQ Record of Decision (ROD)

- Extent and Type of Remediation Required for St. Johns Landfill
- Long Term Monitoring Requirements

Notes:

* = Step to be implemented by a consultant with required multi-disciplinary expertise, under contract to Metro.

..... = The workscope / schedule and cost associated with work shown below the dashed line is entirely dependent on DEQ review of a work plan or report submitted in the step immediately above the line, and the negotiation of an acceptable plan or report by DEQ and Metro.

Comparison of Existing and Proposed Regulatory Framework

040831-06

Existing

	Certificate	License	Franchise	Non-System License ¹	Designated Facility Agreement
Administrative Action					
(1) Processing petroleum contaminated soil	X				
(2) Material recovery <10% residual	X				
(3) Hauling <u>dry</u> waste <i>outside the region</i> .				X	
(4) Hauling <u>wet</u> waste <i>outside the region</i> .				X	
Council Action					
(5) Reload (solid waste, yard debris, soil, food)		X			
(6) Yard debris composting		X			
(7) Food waste composting			X		
(8) Material recovery >10% residual		X			
(9) Local Transfer Station ²		X	X		
(10) Regional Transfer Station			X		
(11) Landfill or energy recovery (in-region)			X		
(12) A facility <i>located outside region</i> that takes <u>dry</u> or special waste from the region					X
(13) A facility <i>outside the region</i> accepting <u>wet</u> waste from the region.					X

¹ Hauling to a facility without a Designated Facility Agreement with Metro.

² A Local Transfer Station is franchised only if direct hauling putrescible waste to Columbia Ridge, otherwise Licensed.

Proposed

	License ³	Franchise	Non-System License	Designated Facility Agreement
Administrative Action				
(1) Processing petroleum contaminated soil	X			
(2) (8) Material recovery	X			
(3) Hauling <u>dry</u> waste <i>outside the region</i>			X	
(5) Reload (solid waste, yard debris, soil, food)	X			
(6) Yard Debris Composting	X			
(7) Food Waste Composting	?	?		
(12) A facility <i>located outside region</i> that takes <u>dry</u> or special waste from the region				X
Council Action				
(4) Hauling <u>wet</u> waste <i>outside the region</i> .			X	
(9) Local Transfer Station		X		
(10) Regional Transfer Station		X		
(11) Landfill or energy recovery (in-region)		X		
(13) A facility <i>outside the region</i> accepting <u>wet</u> waste from the region.				X

³ The proposal combines Certificates with Licenses and removes the Certificate as a regulatory category.

Metro's Regulatory Tools
(Metro Code Chapters 5.01 and 5.05)

Chapter 5.01

A Certificate is required for:

- Processing dry waste with <10% residual.
- Processing Petroleum Contaminated Soil.

A License is required for:

- Processing dry waste with >10% residual.
- Processing or reloading yard debris.
- Operating a Local Transfer Station.
- Operating a Reload, unless exempt.
- Wood chipping and grinding if the facility is regulated for other activities.

A Franchise is required for:

- Operating a Regional Transfer Station.
- Operating a Disposal Site or an Energy Recovery Facility.
- Any process using chemical or biological methods for the purpose of reduction of solid waste weight or volumes.
- A facility delivering wet waste directly to a Disposal Site.

Chapter 5.05

A Non-System License is required for:

- Hauling waste out of the region to a facility without a Designated Facility Agreement.

A Designated Facility Agreement is required for:

- Facilities located outside the region authorized to accept waste from the region.

TEN PRINCIPLES FOR ACHIEVING 2040 CENTERS

The Consulting team of Leland Consulting Group and Parsons Brinckerhoff developed the following ten principles that capture region-wide issues and recommend approaches for the successful implementation of Centers:

Centers are not Created Equal: Each Center is a unique place serving a specific population with a unique history, personality and character. Policy needs to be sufficiently flexible to acknowledge the distinctions and unique qualities of the Centers.

Understanding the Market Impact: A Center's success depends on understanding the demographics and market trends that influence a particular Center and its associated districts. Market realities and locations must be taken into consideration if different Centers are to succeed.

Private Investment Follows Public Commitment: The history of downtown and center revitalization strongly supports the strategy that the public sector must take the primary leadership role before the private sector is willing to commit time and investment.

Reward Leadership: Leadership is essential to the success of the Center. Great leadership produces great results. Leadership needs to be publicly recognized.

Building Communities Not Projects: Center development is about place making, creating a sense of community. Individual projects tie together to create livable vibrant communities.

Remove Barriers to Successful Centers Development: Centers should be the easiest and most desirable places to undertake development. The five categories of barriers include physical, financial, market, regulatory and political barriers.

Metro as a Coach: Metro has a new role to play. It needs to provide leadership, support and encouragement to local governments as they move forward with implementing the 2040 Growth Concept.

Balance the Automobile: Superior transportation accessibility is a distinguishing characteristic of Centers. But every Center must balance the dynamic tension between having superior automobile access and having too much traffic. However you arrive at a center, you should be able to easily walk to multiple destinations once you arrive.

Celebrate Success: There are numerous examples of success region-wide and it is important to advertise and communicate what is working. People need to know about the great things happening in the region.

Take the Long View: The development of Centers takes time and each will develop at its own pace. Capitalize on each success and hold a strategic vision over the long term.

2040 CENTERS TEAM

PLANNING DEPARTMENT

Land Use Planning

Sherry Oeser - Manager
Brenda Bernards – Program Manager
Scott Weddle – Performance Measures
Michael Morrissey – Grant Writer
Carol Krigger – Goal 5

Transportation Planning

Kim Ellis – Regional Transportation Planning
Kelley Webb – Regional Transportation Planning
Bridget Wieghart – Corridor Planning
Marc Guichard – Transit Oriented Development

Technical Services

Dick Bolen – DRC

REGIONAL PARKS AND OPEN SPACES

Jennifer Budhabhatti

SOLID WASTE AND RECYCLING

Janet Mathews

OFFICE OF THE METRO ATTORNEY

Dick Benner

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Planning Interns

Jeff Caudill
Amy Rose

Assessment of Centers Needs

Draft for Discussion

April 2, 2003

Although each Center is unique there are common elements that make up a Center. This assessment of Centers Needs provides a guide for the elements that make up a vibrant, pedestrian-oriented, compact, mixed-use area. Below is a list of some basic elements that can be used to provide an inventory of Centers needs. This is not the definitive list and it is anticipated that it will grow overtime to become more comprehensive. This inventory can be used as one of the criterion for allocating funding. It can assist in measuring a proposed projects impact in filling in the missing pieces. In addition, it is a tool to stimulate thinking when undertaking the Centers Development Strategy for individual Centers.

Local Planning Framework

- Master Plan for the Center
- Vision for the Center
- Zoning Code that promotes Center development:
 - Compact, higher density development encouraged
 - Land consumptive uses discouraged
 - Auto related uses limited
 - Mix of uses required, encouraged
 - Infill and redevelopment encouraged
- Design standards
- Green building practices
- Building Orientation
 - Orientation of buildings and primary entrances to the street
 - Ability for direct pedestrian movements between transit, mixed land uses and surrounding areas
 - "Active" and pedestrian-oriented first floor uses
- government offices²
- court houses
- churches
- Public spaces for community gathering
 - central plaza
 - town square
- Parks and Trails
- Cultural uses
- Retail services
 - Grocery store
 - Drug store
 - Hardware
 - Clothiers
 - Music and video
 - Wine Shop
 - Specialty stores/Boutiques
- Other services
 - Day care
 - Cleaners
 - Medical offices
 - Veterinarians
 - Repair services³
 - Fitness center
- Restaurants
 - Open for Breakfast, Lunch and/or Dinner
 - Full service/self service
 - Pubs
 - Deli
 - Coffee shops
 - Bakeries
- Offices
- Lodging and Tourist attractions

Range of Uses in Place/Permitted

- A range of housing types to accommodate people at all stages in life in terms of cost, tenure and size
- Civic and Institutional uses
 - city hall
 - community center
 - library
 - school¹
 - post office

Transportation Access and Options

- Adequate opportunities for through travel on arterial streets and local access to community destinations
- Community level transit service that connections to regional transit service
- A well connected street system
 - Major arterial access to the Centers
 - Bikeways are designated on arterials and collector streets
 - Safe and convenient access for pedestrians and bicyclists across barriers such as rivers and freeways

Street Design

- Pedestrian routes and crossings buffered from traffic
- Continuous bicycle routes to and through the Center
- Safe crossing for pedestrians and bicyclists at arterials
- Convenient walking and bicycling routes for residents and employees with special pedestrian features on transit streets
- Continuous sidewalks along both sides of all streets that connect to side streets and adjacent sidewalks and buildings
- Streetscape features including landscaping, street trees, stormwater treatment
- Sidewalks along the site frontage
- Public promenade
- Key sites designated for "transit-friendly" land uses and densities (i.e., walkable, mixed-use, not dominated by activities associated with significant automobile use)
- Uses are allowed near transit: densities, mix, auto-oriented
- Mix of uses to generate pedestrian traffic within walking distance of transit

- High quality transit services

Parking

- Minimum/maximum parking requirements - reduced in close proximity to transit
- Structured parking
- On-street parking
- Limited surface parking to the rear or side of a building
- Parking charges
- Shared parking
- Bicycle parking

Parks and Open Spaces

- Range of types of open spaces
 - Central plaza
 - Natural areas to protect resources
 - Children's play areas for varying ages
- Well located throughout the center
 - Easily accessed by pedestrians, including children
 - Well connected system of trails leading to and through the center
 - Level of service standards in place, deficiencies identified

Amenities

- Amenities provided to create an interesting and enjoyable pedestrian environment along and between buildings
- Lighting: pedestrian-scale, seasonal
- Benches
- Landscaping – theme
- Window boxes, hanging baskets, street planters
- Newspaper stands
- Informational signs, banners
- Sidewalk vendors
- Trashcans
- Water features
- Stormwater treatment
- Bicycle racks and lockers

Sponsored Activities

- Farmers' market
- Annual festivals
- Fund raising events (runs/walks)
- Programmed cultural events

- Urban Renewal Districts
- Transportation Demand Association: Implement trip reduction programs with area businesses, employees and residents
- Public/private partnerships in place

Active Organizations

- Merchants Association

▪

¹ A number of Centers have existing schools located within or adjacent to them. These tend to be smaller, older facilities that are more than just schools but offer community recreational facilities and meeting places as well. Good connections between the schools and other components of the Center provide opportunities for walking trips for children and adults that might otherwise have been made by auto. However, not all schools are appropriately located in Centers. The trend towards 10-plus acre campuses for elementary school, 20-plus acre campuses for middle schools and 40-plus acre campuses for high schools to not complement the compact urban form sought for Centers. These types of schools should locate outside of Centers but be well connected to the Center to promote bicycle and transit trips between the two.

² Jurisdictions, Districts, the Region and State should be strongly encouraged to locate administrative offices and facilities that serve the community in Centers. Public buildings that require parking for construction, maintenance, etc. vehicles would not be appropriate for Centers.

³ This could include auto services that are compact in nature. There are numerous examples of these in the region. Those located in Centers provide the opportunity for a person to leave a car for service and walk to work or enjoy the amenities of the Center on foot.

Draft Inventory of incentives for centers

Category	What is it?	Who offers it?	Who qualifies?	Is it currently available?	What is offered?	Web links
Public						
Environment						
Environmental education grant		Metro Parks and Green spaces		Yes	Funding	
Conservation and Restoration Grants		Metro Parks and Green spaces. Funding US Fish and Wildlife Service	Those within Metro natural area inventory boundary	Yes	Funding, reimbursement basis, local 1:1 match	
Special Public Works Program		OEDD				
Metro Construction Industry Recycling Tool Kit –	Recycling and Salvage Planning guide – provides information on construction and demolition debris salvage and recycling. Directory of Recycling and Salvage Options 2002-2003- reference to help save money and conserve by reusing and recycling construction and demolition debris.	Metro	Everyone – of particular interest to architects, designers, specification writers, developers, property owner and construction project managers	Yes	Planning Guide and a Directory	
Community Stewardship Watershed Grant Project	Grants for innovative water projects (eco roofs, model greenstreets)	BES implements grant from EPA	Nonprofits	Yes 3 years funding	\$5,000	
Conservation Grants		EPA				
Watershed Enhancement Board		State	Watershed councils	Yes	Planning grants	
Economic Development						
HUD Economic Development Funding for						

Centers Coordination

Audiences/Coordination Groups:

- Metro Council
- Centers Advisory Committee
- Local Elected Officials
 - Metro Policy Advisory Committee (MPAC)
 - Mayors not on MPAC with centers
 - Joint Policy Advisory Committee on Transportation (JPACT)
- Local Planners
 - Metro Technical Advisory Committee (MTAC)
 - Planners not on MTAC with centers
 - Transportation Policy Alternatives Committee (TPAC)
 - Water Resources Policy Advisory Committee (WRPAC)
 - Greenspaces Technical Advisory Committee (GTAC)
 - Transportation Demand Management (TDM)
- State Agencies
 - Community Solutions Team (CST)
 - Oregon Department of Transportation
 - Department of Land Conservation and Development
 - Department of Environmental Quality,
 - Oregon Economic and Community Development Department
 - Oregon Housing and Community Services Department
 - Other agencies (e.g., Health Division)
- Other Agencies
 - TriMet (also on MPAC & MTAC)
- Stakeholders
 - Developers
 - Homebuilders (also on MTAC)
 - 1000 Friends (also on MTAC)
 - Citizens in Centers
 - Chambers of Commerce
 - Business Associations/Alliances (e.g., Westside Economic Alliance)

Coordination Tools by Audience:

- Periodic Briefings/Feedback/Recommendations/Decisions
 - Metro Council
- Periodic Briefings/Feedback
 - Centers Advisory Committee
 - MPAC
 - MTAC
 - JPACT
 - TPAC
 - CST
 - WRPAC
 - GTAC

- TDM
- Monthly State Meetings of Federal Agencies
- Chambers of Commerce
- Business Associations/Alliances
- Neighborhood Associations in Centers

- Staff Participation in Local/State Committees
 - CST
 - Transportation/Growth Management (TGM)
 - Transit Oriented Development (TOD)
 - County Coordinating Committees (e.g., Elected Officials, Planning Directors)
 - Corridor Planning Committees
 - Local Project Committees/Teams
- Field Guide (Periodic Electronic Newsletters)
 - Local Planners
- Staff Contacts
 - Local Planners
 - State Agencies
 - Other Agencies

CENTERS DEVELOPMENT STRATEGY FOR REGIONAL AND TOWN CENTERS OUTLINE OF SUGGESTED STEPS

March 27, 2003
Draft for Discussion

Purpose:

The 2040 Growth Concept directs higher-density, mixed-use, pedestrian oriented development to Centers. Regional policy supports efforts to build these types of projects in the centers. To that end, Centers need to be the easiest and most desirable places in the region to cultivate this type of development. The purpose of undertaking Centers development strategies is to overcome or remove barriers that stand in the way of development of these projects. A goal of the development strategy is to generate a type of infill and redevelopment that creates a broader range of housing and services in the area and supports a variety of transportation modes that encourages an active populace in centers. Metro engaged the Leland Consulting and Parsons Brinckerhoff to examine methods to encourage the desired development in Centers. The firms developed a series of Principles for achieving Centers as envisioned by the 2040 Growth Concept.

Goal

The goal of the Centers Development Strategy is to create a Center that is a desirable place to locate a business, to live, to shop and to spend leisure time. The Development Strategy will provide a competitive advantage to attract new development and redevelopment to the Center over areas not within a designated Center. It will to increased market share, increased rental return and increased capital value in the Center over time.

Outcomes

A development strategy should result in:

- An implementable Action Plan which outlines the necessary projects and activities, the timing, the roles and the funding to lead to more rapid development in the Center
- A comprehensive data base for Performance Measures and Urban Growth Report
- Safer and more convenient opportunities for walking and bicycle trips, thereby reducing auto trips
- A destination for social, business and cultural interaction.
- Opportunities to implement low impact development techniques

Steps:

1. Create and provide staff support for Local Project Team

Local governments, community leaders from the private sector and residents are the experts in knowing what is best in their communities. The Project Team and development strategy process needs to be led by the local government. The model development strategy needs to be adapted to fit local circumstances.

Principles:

Building Communities not Projects
Metro as Coach

2. Using the Vision

A basic premise of the 2040 Growth Concept is that, in the development of a Center, the uniqueness of that Center must be retained. Many of planning efforts for the Centers included the development of a vision statement or a set of guiding principles. This long-term vision for the Center, developed locally and supported by strong leadership – both public and private sector, needs to be reviewed and updated as the Center progresses to ensure it remains vital and the development occurring supports the vision. In developing a Center, there is also a creation of a sense of place and community. The vision can provide the framework for all the individual pieces of a Center to work together to create a better whole. Decisions, both big and small, should be made in the context of the bigger vision and on retaining vitality, urban character and the uniqueness of the Center. Building on a sense of community will assist in sparking the Center’s development and evolution.

Principles:

- Reward Leadership
- Build Communities not Projects
- Take the Long View

3. Undertake an Inventory of Assets and Opportunities

In addition to physical assets (infrastructure, amenities, 2040 centers-type developments), the inventory should include an examination of the business and civic associations in place, the level of activity of these associations and the participation of active and supportive citizens and elected officials in the activities of the Center. Opportunities may include vacant or underdeveloped parcels (such as a parking lot) in key locations. The inventory should also identify the missing elements of a Center.

Principles:

- All Centers are not Created Equal
- Celebrate Success
- Reward Leadership
- Balance The Automobile

4. Undertake Market Research

Many Centers do not have equal market opportunities based on location, state of evolvement, competition and related factors and conditions. It is important to understand where a particular Center fits within the regional framework. It is also necessary to understand the market trends and demographics that influence the center and to identify its trade area. In addition, understanding the complex interplay between land values, densities, market demographics, transportation access, level of competition from outside of the Center is key. Barriers to examine include:

- Fiscal – land values (weak rents that will not support new construction or excessively high land costs), difficulty obtaining financing (lack of willing lenders, under-funded government programs)
- Market – can be both real and perceived and generally take the form of resistance to investing in a particular area due to nearby competition, crime, inadequate purchasing power, lack of amenities, inadequate transportation access to the Center and inadequate traffic to support new retail.
- Local Economy – what is needed in the Center to attract local dollars. A “full service” Center should meet the day-to-day needs of the surrounding residents.

Principle:

Understanding the Market Impact

5. Undertake a Barrier Scan

Barrier: anything that unreasonably blocks or impedes a project's ability to move forward; can relate to preparing for future development and investment as well as correcting problems of the past. Need to address issues related to past, present and future.

- Physical – lack of or deteriorated infrastructure, concentrations of undesirable land uses, poorly maintained real estate
- Transportation – poorly connected streets, poorly designed, auto oriented arterials running through centers, lack of sidewalks, lack of parking management, poor quality transit service. Good auto and freight access to the Centers is important and the conflict between traffic through a Center with traffic in a Center needs to be addressed.
- Regulatory – government codes, policies and procedures that restrict or discourage development, regulations that allow centers-type development outside of the Centers.
- Political – NIMBY, lack of political will to overcome resistance to change. Goes hand in hand with lack of leadership.
- Coordination – lack of public services delivered in a timely or coordinated manner

Principles:

Remove Barriers to Successful Centers Development

Private Investment Follows Public Commitment

Balance the Automobile

6. Development of Initiatives, Investments and Incentives

The public sector must take the primary leadership role and the initiative before the private sector is willing to commit time and money. The private sector looks for a committed public partner with a strong political will and staff with a focus on implementation and the ability to bring creative policy and financial incentives to the project. New examples of targeted, tactical incentives may be necessary. A concern to overcome is the amount of time it takes to get the necessary approvals. An accelerated approval process that provides certainty for developers, assists in meeting design guidelines and objectives and fosters partnerships between developers and the community is key. Housing is an important element in a successful Center. A full range of housing types, in terms of cost, tenure and size to meet a variety of household types at different points of the lifecycle needs to be included in the planning for Centers. Strategies for making good development in centers easier and more predictable are needed.

Principles:

Private Investment follows Public Commitment

Building Communities not Projects

Reward Leadership

Celebrate Success

Remove Barriers to Successful Development

7. Develop an Action Plan

It is necessary to keep in mind that Centers will develop and evolve over time. The way a center evolves will have significant implications when it comes to attracting investors and developers. Renewed energy comes in the form of being proactive and making policy, human resource and capital investment decisions to invigorate the Center. Designating a person or group to promote, implement and improve a center once the development strategy is in place and an action plan implemented is one way to make sure a center remains true to its vision. The Action Plan needs to outline:

- Projects/Activities
- Timing
- Roles
- Funding

The Action Plan can tap into the resources brought to the table by Metro through Centers Resource Center and/or members of the Collaborative Team.

Principles:

- Take the Long View
- Celebrate Success
- Build Communities not Projects

8. Measure and Report Progress

The Centers development strategies will provide input for Metro’s ongoing work to including:

- Performance Measures
- Urban Growth Report
- Centers Resource Center
- “On the Ground” news brief

The development strategies will provide Metro with base case measurements and the individual development strategies will provide similar tools for the local jurisdiction.

Principles:

- Celebrate Success
- Metro as Coach

New Regional Framework Plan Policy on Centers

1.15 Centers

The success of the 2040 Growth Concept depends upon the maintenance and enhancement of the Central City, Regional and Town Centers, Station Communities and Main Streets as the principal centers of urban life in the region. Each Center has its own character and is at a different stage of development. Hence, each needs its own strategy for success.

Metro shall develop a regional strategy for enhancement of Centers, Station Communities and Main Streets in the region. The strategy shall recognize the critical connection between transportation and these design types, and integrate policy direction from the Regional Transportation Plan. The strategy shall place a high priority on investments in Centers by Metro and efforts by Metro to secure complementary investments by others. The strategy shall include measures to encourage the siting of government offices and appropriate facilities in Centers and Station Communities. Metro shall work with local governments, community leaders and state and federal agencies to develop an investment program that recognizes the stage of each Center's development, the readiness of each Center's leadership, and opportunities to combine resources to enhance results. To assist, Metro shall maintain a database of investment and incentive tools and opportunities that may be appropriate for individual Centers.

Metro shall assist local governments and shall seek assistance from the state in the development and implementation of strategies for each of the Centers on the 2040 Growth Concept Map. The strategy for each Center shall be tailored to the needs of the Center and shall include an appropriate mix of investments, incentives, removal of barriers and guidelines aimed to encourage the kinds of development that will add vitality to Centers and improve their functions as the hearts of their communities.

It is the policy of Metro to determine whether strategies for Centers are succeeding. Metro shall measure the success of Centers and report results to the region and the state. Metro shall work with its partners to revise strategies over time to improve their results.

Metro Action Plan to Enhance Centers

Draft for Discussion

March 28, 2003

Regional Framework Plan Policy 1.15, adopted by the Metro Council in December 2002, requires that a regional strategy for the enhancement of Centers, Station Communities and Main Streets be developed. The strategy is to place a high priority on investments in Centers by Metro and efforts by Metro to secure complementary investments by others. Below is a listing of Metro's efforts currently underway in the Planning, Parks and Open Spaces and Solid Waste and Recycling Departments and their significance for the Centers Program.

PLANNING DEPARTMENT

Land Use Planning

Community Development will:

- Lead and coordinate the overall strategy for Centers
- Provide support for the Centers Advisory Committee and the 2040 Centers Team
- Coordinate work under the strategy with the Community Solutions Team
- Establish a Resource Center, which will:
 - Offer grants to cities and counties for local Center strategies
 - Develop models for local Center strategies
 - Process for establishment of local strategy
 - Elements of local strategy
 - Analysis of barriers to Center development
 - Market analysis for Center development
 - Incentives for Center development
 - Rating system for desired development in Centers
 - Performance measurement
- Inventory of Center assets and liabilities for use in local strategies
- Provide technical assistance to local governments (GIS, grant writing, etc.)
- Provide educational services on Centers (library, website, etc.)
- Highlight successes (newsletter; awards program).

Long-Range Planning will:

- Develop appropriate indicators for measurement of the performance of Centers
- Monitor and report on the performance of Centers
- Work with Metro Parks and Greenspaces to facilitate public access to appropriate Goal 5 resources in or near Centers
- Protection of Goal 5 resources in centers.

Transportation Planning

Regional Transportation Planning will:

- Coordinate MTIP with Centers efforts
- Work for greater accessibility and pedestrian friendliness flexibility in the Oregon Highway Design Manual for highways in Centers and Main Streets
- Work with the Oregon Department of Transportation to obtain Special Transportation Designations for highways in Centers (Title 6, 3.07.630)
- Coordinate update of the Regional Transportation Plan with Center strategies
- Invigorate efforts on street connectivity in Centers
- Coordinate modal targets with Center strategies and performance measurement

- Recruit Boulevard retrofit projects and coordinate them with Center strategies
- Coordinate "Big Streets" project with Corridor Planning on Centers/Corridors relationship.
- Promote Green Streets projects.

Corridor Planning will:

- Work with Centers Team and Regional Transportation Planning to better understand the relationship between Centers and corridors
- Use corridor planning to improve travel between Centers.
- Coordinate selection of corridors for study with Centers Program

Transit-Oriented Development will:

- Develop a methodology for an inventory of assets and liabilities of Centers for use in local strategies
- Assist local governments in their inventories of assets and liabilities in the Centers
- Work with local governments and CST agencies to inventory sites within Centers for mixed-use development
- Pursue project implementation funding through MTIP, administer funded projects through construction.
- Provide technical assistance to local jurisdictions regarding joint development tools and techniques for developing in Centers.

Technical Services

Data Resource Center will:

- Develop a Centers database to serve as an information resource for Centers planners and developers; to support monitoring development patterns and trends, measuring performance, and identifying unique assets and limitations.
- Produce an annual Centers status report, using key performance measures and achievement of the Ten Principles.
- Quantify the tangible assets that each Center can leverage for further development and annually monitor their increase or decline.
- Quantify the tangible limitations affecting each Center and annually monitor their decline or increase.
- Provide research and GIS services to Centers local partners

REGIONAL PARKS AND GREENSPACES

Parks and Greenspaces will:

- Develop a parks functional plan that will include criteria and a process for local jurisdictions to identify recreational needs inside Centers
- Explore opportunities to establish town squares, plazas, parks, trails and other open spaces in Centers
- Work with Metro Long-Range Planning to facilitate public access to appropriate Goal 5 resources in or near Centers that are consistent with the Regional Trails Plan

SOLID WASTE AND RECYCLING

Solid Waste and Recycling will:

- Provide technical assistance in materials salvage and recycling to local governments and contractors undertaking building demolition, construction and renovation in Centers.

- Provide technical assistance to developers or local governments for recycled-content or eco-friendly amenities (e.g. trashcans, recycling receptacles, planters, window boxes, benches, bike racks) in the high density, pedestrian-friendly developments in Centers.
- Provide technical assistance to local governments to use site techniques that store, infiltrate, evaporate and detain stormwater runoff to maintain the ecological/biological integrity of the region's receiving streams in the higher density developments in Centers.
- Provide technical assistance to local governments and developers on natural soil amendments (e.g. compost and compost tea) to assist successful and sustainable greening of Centers.
- Provide resources for community clean-up and improvements in Centers through a disposal voucher program.
- Provide resources to neighborhood areas around the regional transfer stations in North Portland, Oregon City and Forest Grove (Community Enhancement Grants) for a variety of community projects that enhance the Centers.

TITLE 6: CENTRAL CITY, REGIONAL CENTERS, TOWN CENTERS AND STATION COMMUNITIES

3.07.610 Purpose and Intent

The success of the 2040 Growth Concept depends upon the maintenance and enhancement of the Central City, Regional and Town Centers and Station Communities as the principal centers of urban life in the region. Title 6 intends to enhance Centers by encouraging development in these Centers that will improve the critical roles they play in the region and by discouraging development outside Centers that will detract from those roles. As used in this title, the term "Centers" includes the Central City, Regional and Town Centers and Station Communities.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7.)

3.07.620 Local Strategy to Improve Centers

- A. Each city and county with a Center shown on the 2040 Growth Concept map shall, on a schedule established jointly with Metro but not later than December 31, 2007, develop a strategy to enhance Centers within its jurisdiction. The strategy shall include at least the following elements:
 - 1. An analysis of physical and regulatory barriers to development and a program of actions to eliminate or reduce them.
 - 2. An accelerated review process for preferred types of development.
 - 3. An analysis of incentives to encourage development and a program to adopt incentives that are available and appropriate for each Center.
 - 4. A schedule for implementation of Title 4 of the Urban Growth Management Functional Plan.
 - 5. An analysis of the need to identify one or more Neighborhood Centers within or in close proximity to Inner and Outer Neighborhoods to serve as a convenient location of neighborhood commercial services, as authorized by Title 12, Section 3.07.1230 of the Urban Growth Management Functional Plan.
 - 6. A work plan, including a schedule, to carry out the strategy.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7.)

3.07.630 Special Transportation Areas

Any city or county that has adopted a strategy for a Center pursuant to Section 3.07.620 and measures to discourage commercial retail use along state highways outside Center and Neighborhood Centers shall be eligible for designation of a Center by the Oregon Transportation Commission as a Special Transportation Area under Policy 1B of the 1999 Oregon Highway Plan.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7.)

3.07.640 Reporting on Center Progress

- A. Cities and counties shall encourage the siting of government offices in Centers by taking action pursuant to Section 3.07.620 to eliminate or reduce unnecessary physical and regulatory barriers to development and expansion of such offices in Centers.
- B. Cities and counties shall discourage the siting of government offices outside Centers, Main Streets and Corridors by requiring a demonstration by the applicant government agency that sites within these designations cannot reasonably accommodate the proposed offices due to characteristics of the offices other than parking for employees.
- C. For purposes of this section, "government offices" means administrative offices and those offices open to and serving the general public, such as libraries, city halls and courts. The term "government offices" does not include other government facilities, such as fire stations, sewage treatment plants or equipment storage yards.

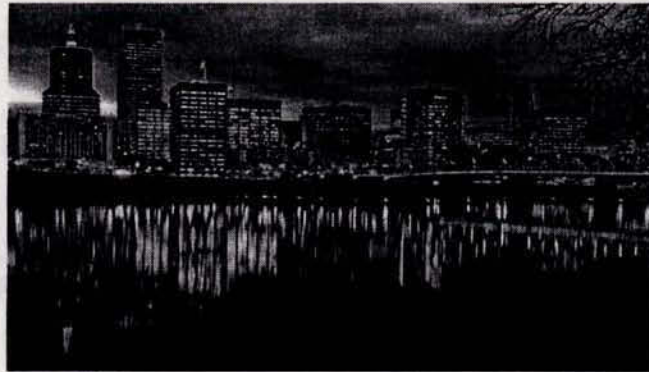
(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7.)

3.07.650 Reporting on Center Progress

In order to assist Metro to evaluate the effectiveness of Title 6 in aid of accomplishment of the 2040 Growth Concept and to comply with state progress reporting requirements in ORS 197.301, by April 15 of each even-numbered year beginning 2004, each city and county shall report to Metro on a set of measures prescribed by the Council on a form developed for that purpose by Metro.

(Ordinance No. 02-969B, Sec. 7.)

2040 Centers



Centers are the cornerstone of the region's strategy to manage growth. The adopted Framework Plan and the Functional Plan establish policy directions, regulations and recommendations to strengthen Centers.

2040 Centers



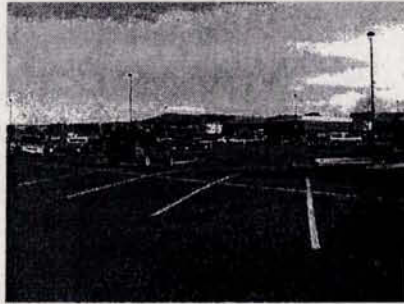
3 Phase Study (2000-2002)

- Phase I
 - series of interviews with local planners
- Phase II
 - an economic analysis
- Phase III
 - an action plan to answer strategic and regional implementation questions

Detailed examination of many of the centers were undertaken resulting policy and regulatory amendments. The plans are in place, but the centers are not developing as anticipated.

Between 2000 and 2002, we conducted a three-phased study to examine Centers. Phase I was a series of interviews with local government staff. Phase II was an economic analysis of Centers conducted by ECONorthwest. Phase III, conducted by Leland and Parson Brinckerhoff, identified tools and developed an action plan designed to answer strategic and regional level implementation questions.

2040 Centers



Phase I Findings

- Overly optimistic in densities that could be achieved in Centers
- Zoning ahead of the market
- Numerous barriers to Centers development identified

In ^{with} **Phase I:** A number of jurisdictions believed that they were overly optimistic in their original capacity analysis for Centers and that ^{the} zoning capacity is well ahead of the market. Any development occurring, for the most part, is being built at the minimum zoning requirement. A number of barriers were identified including:

- § Balancing local goals with regional goals
- § Existing development patterns and Market forces
- § Relative newness of the development in suburban centers
- § Citizen concerns about density and traffic congestion
- § Political reluctance to increase densities
- § High cost of structured parking

2040 Centers



Phase II Findings

- Lack of financial feasibility
- Land values low
- Zoning is ahead of the market
- Regulations restricting development outside of Centers do not guarantee development in Centers

Phase II of the Centers study examined why Metro's Centers are not developing at the densities anticipated.

The key findings of Phase II are:

- Site issues, market issues and policy issues combine to limit higher density development in urban Centers. The primary reason for under-building in urban areas is lack of financial feasibility.
- The Land values are low, and do not encourage redevelopment.
- Confirmed that Zoning is ahead of the market.
- Regulations restricting development outside of Centers do not guarantee development in Centers

2040 Centers



Phase III Findings

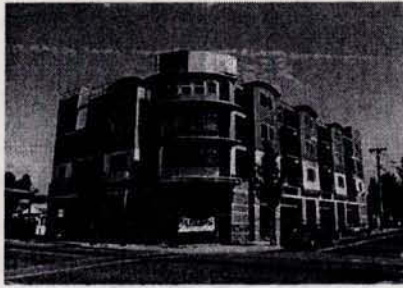
- 10 Principles for achieving Centers
- An Action Plan to answer implementation questions
- Basis for the Centers Program

Phase III of the Centers study identified tools and proposed an action plan for Centers. The study addressed:

What kind of development is happening in Centers and why, the key infrastructure components, the policy choices to encourage development in 2040 Centers, and if a regional priority for Centers be established?

10 principles for centers that capture region-wide issues were developed. These are listed on page 1 of your handout. The 10 principles have provided the base for the Centers Program now underway.

2040 Centers



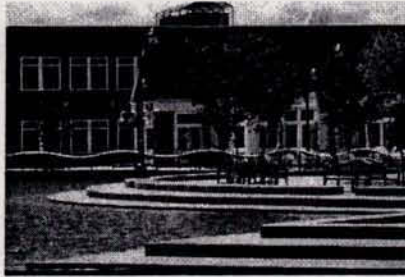
Current Initiatives:

- Minimum Densities
- Transit Oriented Development (TOD)
- MTIP Funding Directed to Centers

Metro has a number of initiatives in place to encourage development in the Centers. First, all jurisdictions are required to set minimum densities. This ensures that land within a Center will be developed at a scale that supports the Center. Second, Metro's transit oriented development program focuses its efforts into developing in Centers. Third, the Metropolitan Transportation Improvement Program funds give highest priority for transportation projects that support Center development.

2040 Centers

Recent Council Actions



The Metro Council Adopted:

- Resolution 02-3254B establishing the Centers Program
- Centers policies for the Regional Framework Plan
- Title 6 of the Functional Plan

In December 2002, you adopted

- Resolution 02-3254B which established the Centers Program
- new Centers policies for the Regional Framework Plan; and
- a new Title 6 of the Functional Plan dealing with Centers

2040 Centers

Resolution 02-3254B

- Set up Centers Team – December 2002
- Assessment of Needs – March 2003
- Inventory of Incentives – March 2003
- Mechanism for Coordination – March 2003
- Model Development Strategy – March 2003

Resolution 02-3254B has a number of tasks for staff:

- Set up Centers Team – December 2002

And draft an

- Assessment of Needs – March 2003
- Inventory of Incentives – March 2003
- Mechanism for Coordination – March 2003
- Model Development Strategy – March 2003

2040 Centers

Centers Team

Planning Department

Sherry Oeser
Brenda Bernards
Scott Weddle
Carol Krigger
Michael Morrissey
Kim Ellis
Kelley Webb
Bridget Wieghart
Marc Guichard
Dick Bolen
Amy Rose
Jeff Caudill

Parks and Green Spaces

Jennifer Budhabhatti

Solid Waste and Recycling

Janet Mathews

Office of the Metro Attorney

Dick Benner

Public Affairs

Pam Peck

Centers Team is a cross-department team with representatives from all sections of the Planning Department and from Parks, Solid Waste, Metro Attorney and Public Affairs. They have been meeting bi-weekly to undertake the tasks of Resolution 02-3254B. The members and the departments they represent are on page 2 of the handout.

2040 Centers

Resolution 02-3254B

Assessment of Needs

- A guide to the elements that make up a vibrant, pedestrian-oriented, compact mixed-use Center

Inventory of Incentives

- A list of incentives for Centers development
- Continually expanded as additional incentives identified
- Web-based resource

Mechanism for Coordination

- A coordinated approach to implement the Centers Program working with our regional partners

The tasks include drafting:

An Assessment of Needs

- A guide to the elements that make up a vibrant, pedestrian-oriented, compact mixed-use Center, on page 3 of the handout.

An Inventory of Incentives

- A list of incentives for Centers development. Our plan is to make this a web-based resource with links.
- Continually expanded as additional incentives identified, page 6 of the handout shows a sample page.

Mechanism for Coordination

- A coordinated approach to implement the Centers Program working with our regional partners has been mapped out. This can be found on page 7 of the handout

2040 Centers

Resolution 02-3254B

Model Development Strategy

Eight Step Approach based on the 10 Principles

1. Create and provide staff support for Local Project Team
2. Using the Vision
3. Undertake an Inventory of Assets and Opportunities
4. Undertake Market Research
5. Undertake a Barrier Scan
6. Development of Initiatives, Investments and Incentives
7. Develop an Action Plan
8. Measure and Report Progress

The fourth, and largest task is the Model Development Strategy

We had developed an eight Step Approach based on the 10 Principles. This starts on page 9 of the handout.

1. Create and provide staff support for Local Project Team
2. Using the Vision
3. Undertake an Inventory of Assets and Opportunities
4. Undertake Market Research
5. Undertake a Barrier Scan
6. Development of Initiatives, Investments and Incentives
7. Develop an Action Plan
8. Measure and Report Progress

We are working on the details of what each step.

2040 Centers

Regional Framework Plan

Regional Framework Plan Policy 1.15 requires that a regional strategy for the enhancement of Centers, Station Communities and Main Streets be developed. The strategy is to place a higher priority on investments in Centers by Metro and efforts to secure investments by others.

Regional Framework Plan Policy 1.15 requires that a regional strategy for the enhancement of Centers, Station Communities and Main Streets be developed. Policy 1.15 is included as page 13 of the handout. The strategy, starting on page 14, is to place a higher priority on investments in Centers by Metro and efforts to secure investments by others. We have begun work on this. It is based on the programs throughout Metro. We will be adding Goal 5 and Public Affairs to this.

2040 Centers

Title 6

- Undertake development strategies to enhance the Centers
- Work with jurisdictions and ODOT to establish Special Transportation Areas in Centers
- Report on Centers Progress
- Encourage the siting of government offices in Centers



The new Title 6 of the Functional Plan, starting on page 17, came into effect March 5, 2003. Title 6 requires:

- work with the jurisdictions to jointly undertake development strategies to enhance the Centers – we are working on the model.
- Work with jurisdictions and ODOT to establish Special Transportation Areas in Centers
- Report on Centers Progress
- Encourage the siting of government offices in Centers

2040 Centers

Additional Activities:

- **Establish an Advisory Committee**
 - Led by Councilor Newman
 - Members are stakeholders in Centers development
- **Review of Centers Program by MTAC**
- **Identify and Pursue Grant Opportunities**
 - RWJ Foundation, TGM and Others
- **Centers Resource Center**

Additional activities include:

Establishment of an Advisory Committee, led by Councilor Newman and its membership is drawn from stakeholders in Centers Development

An MTAC sub-committee has been set up to provide technical advice on the tasks for Resolution No. 02-3254B

We are pursuing a number of grant opportunities

We are starting to set up our Centers Resource Center which will be a combined virtual and real center.

2040 Centers



Next Steps

- Continue to refine:
 - Model Development Strategy
 - Coordination Mechanism
 - Assessment of Needs
 - Inventory of Incentives
 - Enhancement Plan
- Develop criteria and select 3 pilot projects
- Undertake the pilot projects as funding permits

We will continue to work on the tasks identified in Resolution 023254B and Framework Plan policy 1.15. In addition, we are developing criteria in order to select the 3 Centers to be used as pilot project. We will be undertaking the pilot projects as funding permits.

Status of FWS:

- change focus
- still moving forward
- may be more challenging

MEMORANDUM

04/0803ci-09

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



METRO

DRAFT

Date: April 1, 2003

To: Mary Weber, Manager
Community Development Section

From: ^{TOB} Tim O'Brien, Senior Regional Planner
Planning Department

Re: **Identifying Additional Lands for Industrial Purposes**

PURPOSE

Review potential lands for inclusion in the Urban Growth Boundary (UGB) to meet a shortfall in the industrial land need for the period from 2002 to 2022. Potential areas considered for inclusion must meet the requirements in Statewide Planning Goal 14 and the priority land statute ORS 197.298. This work is to be completed under Metro's Periodic Review Task 3 work program, which is to be approved by the Department of Land Conservation and Development (DLCD) in spring 2003. Metro's proposed work program includes a project deadline of July 2004.

PROBLEM STATEMENT

The Metro 2002-2022 Urban Growth Report: An Employment Land Need Analysis Updated December 2002 (UGR), identified a demand for industrial land of 4,285 net acres and a demand for commercial land of 140 net acres. The Metro Council's December 2002 UGB expansion decision brought into the UGB 2,850 net acres of job land split between the three design types; 533 net acres of employment land, 818 net acres of industrial land and 1,499 net acres of Regionally Significant Industrial Area (RSIA) land, which is a newly adopted industrial 2040 Growth Concept Design Type. Thus, there is a current industrial land need of 1,968 net acres and a commercial land surplus of 393 net acres. Task 3 will focus on meeting the 1,968 net acre industrial land need.

Previous work by Metro Data Resource Center (DRC) staff indicates that a greater emphasis should be placed on short-term (three to eight years) industrial land needs. Growing economic sectors of the region need available land in their immediate area with the appropriate site characteristics to fulfill short-term business cycle needs. Accordingly, this analysis of additional industrial land must be focused and directed on the near term specific land needs of those growing sectors of the regional economy.

METHODOLOGY

The analysis will employ a slightly different approach than the analysis undertaken in the 2002 Alternatives Analysis Study. Although Metro must still complete its analysis under the direction of the priority of land statute, ORS 197.298, the hierarchy of land as defined by the statute will be employed as a latter step in the process rather than the initial step in the analysis.

The first step in this analysis is to take a big picture look of the region to determine the areas where it is logical to add land for industrial purposes based on industry site location characteristics. The analysis includes a stepwise GIS mapping exercise to identify potential study area land that does not meet the specific site location needs of the identified industrial uses and is removed from further consideration. Removal of these areas will ensure that the analysis will consider only lands that are needed locations, have appropriate site characteristics, and have the ability to be developed for industrial uses in a timely fashion. The information in the 2002 Alternatives Analysis Study is to be used whenever possible to reduce the duplication of work.

Once land that meets the site location characteristics is identified any remaining lands that were included in the 2002 Alternatives Analysis Study must be assessed as to whether or not these lands might also provide some opportunities for the Metro Council to consider. As a result there will be a simultaneous two-track evaluation process for identified lands; Track A – evaluating the land that meets the identified industrial site characteristics and Track B – evaluating land that was previously identified in the 2002 Alternatives Analysis Study that do not meet the identified industrial site characteristics.

PRE-ANALYSIS WORK TASKS

The first step in the methodology is to determine what site location characteristics industrial uses look for in locating their businesses.

- As a discussion point for this exercise Metro will create three maps identifying land areas outside the UGB.
 1. Identify land within 1 mile of existing and future (2002 UGB decision) Title 4 designated land
 2. Identify land within 2 miles of an interchange on Interstates 5, 84 and 205 and U.S. Highway 26
 3. Identify land within 30 minutes of Portland International Airport
- Utilize employment growth data from MetroScope base case and case studies.
- Meet with pertinent local government representatives to review maps and gather local perspective on site locational characteristics for their communities.
- Meet with real estate professionals involved with marketing and listing industrial land properties.
- Meet with consulting firms that specialize in site development and planning for industrial uses.
- Meet with industry representatives that specialize in locating industrial sites for new business opportunities.
- Meet with Port of Portland representatives.
- Meet with representatives of specific industrial businesses to gain their perspective on site needs.

Present final site location characteristics to MTAC, MPAC and Regional Economic Partners. Once the site location characteristics are finalized, a map will be created that represents the preferred locations and site characteristics, based on factors such as size of developable parcel and distance from transportation routes and identified clusters of economic activity.

TRACK A – Lands that Meet the Site Characteristic Requirements

Refinement of Study Areas

Step 1 – Highest quality agricultural lands to protect

A Farmland Working Group composed of six to nine people familiar with commercial agriculture in the Washington/Clackamas/Multnomah County area and the land base upon which it takes place, will advise Metro on two questions:

- Which land in the vicinity of the Metro UGB that is currently designated for agriculture under statewide Planning Goal 3 could be added to the UGB for non-agricultural industries without significant harm to commercial agriculture in the region?
- What actions could Metro and the three counties take to enhance the agricultural industry in the region?

Review the final document with MTAC, MPAC, Metro Council and others. Overlay on site location land areas agricultural lands to be protected as identified in the final document. Remove areas of conflict and map resulting areas.

Step 2 – Identify sloped areas and floodplains

Overlay on resulting land areas slopes greater than 15 percent and large areas of floodplains. Remove areas of conflict and map resulting areas.

Step 3 – Refine study area boundaries

Review resulting land areas with local governments and service providers to ensure boundaries are appropriate. Refine study area boundaries along natural features, watersheds, service boundaries, etc., as needed.

Step 4 – Review Metro policies

Evaluate study areas with Metro policies – green corridors and separation of communities and Intergovernmental Agreements with neighboring cities. Present an assessment of areas in conflict to the Metro Council for a decision on whether to include or not.

Step 5 – Finalize study areas

Finalize study areas and determine how much additional analysis is needed for feasibility studies for transportation and public service needs on lands that were not studied in the 2002 Alternatives Analysis Study.

Study Area Analysis

Step 6 – Technical working groups

Create study area technical working groups composed of local planners and engineers, service districts, and ODOT to determine transportation and public service feasibility for new areas and to confirm results in 2002 Alternatives Analysis Study. Each working group will be modified for the specific area and some working groups may review multiple areas.

Step 7 – Site location, statutory priorities and Goal 14 factors

DRC staff to calculate net vacant buildable land portion for all study areas. Staff to use a method similar to the "exception process" to determine suitability of land for industrial purposes – the land is physically developed to the extent that it is not appropriate for industrial uses and the land is irrevocably committed to non-industrial uses because existing adjacent uses make industrial uses impracticable. The statutory priorities of ORS 197.298 and the Goal 14 factors will also be addressed for all lands not included in the 2002 Alternatives Analysis Study.

Step 8 – Finalize results and provide ranking of areas

Finalize results from Steps 6 and 7 and develop a ranking of areas suitable for industrial purposes. Overlay on the study areas a tier of land framework that reflects the priority of land statute. List the study areas by tier of land and suitability for use as industrial land.

Step 9 – Review of results with local partners

Review results with local jurisdictions, industry representatives, MTAC, MPAC and Regional Economic Partners. Provide recommendation to Metro Council.

TRACK B – Study Areas identified in 2002 Alternatives Analysis Study that are not included in Track A.

Step 1 – Highest quality agricultural lands to protect

Overlay results of the Farmland Working Group on the 2002 Alternatives Analysis study areas. Remove areas of conflict and map resulting areas.

Step 2 – Review of study areas for other industrial land use opportunities

Review study areas for other industrial land use opportunities and apply Goal 14 factors.

Step 3 – Finalize results

Finalize results and develop a ranking of areas suitable for other industrial land use opportunities if applicable. List the study areas by tier of land and suitability for other industrial land use opportunities.

Step 4 – Review results with local partners

Review results with local jurisdictions, industry representatives, MTAC and MPAC and Regional Economic Partners. Provide recommendation to Metro Council.

ALTERNATIVES ANALYSIS PRODUCTS

1. Final Map showing industrial land areas that meet site characteristics by tiers of land as outlined in ORS 197.298.
2. Descriptions of potential industrial land areas classified by tiers that are suitable for industrial development based on identified site location characteristics.
3. Summary of each site relative to Statewide Planning Goal 14 Factors and Metro policies.
4. Summary Table of all areas.
5. Recommendation to Metro Council for inclusion of additional land into the UGB to meet the identified industrial land shortfall.

TOB/srb

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