STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2830 FOR THE PURPOSE OF ADOPTING THE FY 2000 – 03 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: August 19, 1999 Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would update and amend the Metropolitan Transportation Improvement Program (MTIP) to allocate all projected highway and transit funds to projects and work phases in FY 1999 through 2003, contingent on completion and federal approval of a Regional Air Quality Conformity Determination. It would formally adopt these changes as the FY 2000–2003 MTIP.

TPAC has reviewed the Metropolitan Transportation Improvement Program update and recommends approval of Resolution No. 99-2830.

BACKGROUND AND ANALYSIS

Metro and ODOT began coordination of the FY 2000 MTIP/STIP Update in February 1998. Because of delayed Congressional action on the new six-year federal transportation act (TEA-21), Metro previously underestimated revenue assumptions for the FY 98 MTIP for the first four years of TEA-21. None of the FY 02 and FY 03 funds were allocated to projects. Finally, ODOT Region 1 was also allocated about $34 million of state funds for allocation to state system modernization. The result was that about $75.8 million of regional funds were available for allocation to new projects following TEA – 21 adoption. This consists of about $33 million of regional STP funds, $37 million of CMAQ funds and $8.8 million of Transportation Enhancement funds, and $34 million of state funds to freeway projects.

Metro began the MTIP allocation process by adopting comprehensive revisions of its project selection procedures in the summer of 1998. Between September 2 and October 16, 1998, Metro solicited the region's eligible jurisdictions and agencies for candidate projects. ODOT informed the region of its desire to program the $34 million of state modernization funds on several freeway projects, including improvement of the I-5/217/Kruse Way Interchange, completion of Phase 3 of the US 26/Sylvan Interchange and the Phase 1 of the Sunnybrook Split Diamond Interchange.

Preliminary technical analysis of the projects proceeded through December and draft rankings were released for agency review in mid-January. Refined draft rankings were released for public review on February 8, 1999. After numerous workshops and hearings, JPACT and the Metro Council on May 27 approved Metro Resolution No. 99-2791

allocating the regional flexible funds and state modernization funds to projects. A complete schedule of the adoption process is shown in Attachment 1.

Programming of Funds

The allocation of funds that occurred in May did not address the specific year individual projects were scheduled or the type of funds that would be used. Exhibit 1 of the current resolution addresses these issues.

Additionally, the May action did not approve ODOT's proposed allocation or schedule for preservation, operations, safety and bridge program funding. Neither did it address scheduling of the TEA-21 High Priority projects (allocations were approved by Resolution No. 99-2705) nor Tri-Met's programming of anticipated Section 5307 (former Section 9 formula and discretionary), Section 5309 (former Section 3, formula and discretionary), and general fund and miscellaneous programs. These actions are accomplished in the current resolution (see Exhibit 1 of the resolution).

ODOT Programs

In addition to the modernization funds previously allocated to projects, ODOT has proposed programming of an additional $247.5 million of funds to preservation, operations, bridge and safety programs which are summarized below.

PROGRAM	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Preservation	984	27,893	8,534	22,765	23,392	83,569
Operations	745	8,718	7,328	7,753	9,245	33,789
Bridge	1,847	14,237	76,056	18,007	3,520	113,668
Safety	608	4,905	3,826	3,844	3,301	16,484
TOTAL	**4,184**	**55,753**	**95,744**	**52,369**	**39,458**	**247,510**

Preservation Program. Two projects account for nearly half of the four-year preservation program. The first is the overlay of I-5 (Pacific Highway) from NE Oregon Street to the Interstate Bridge ($22.2 million). This complements the Interstate Bridge Painting project currently underway. Much of the cost is associated with raising structures that cross I-5. This is needed because application of the overlay material would raise the level of the road surface to the point that federal height standards would be violated unless the structures are raised. The alternative, to grind out the road surface, would be more expensive than raising the structures. Additional I-5 work is scheduled for southern segments including Capitol Highway to the Marquam Bridge ($12.1 million) and SW Carmen to the Tualatin River $2.6 million). This work accounts for nearly 45 percent of all preservation funds scheduled in the urban portion Region 1.

The second project will repave I-205 (E. Portland Freeway) from the Glenn Jackson Bridge to the Willamette River Bridge in Oregon City ($19.4 million). I-205 has reached its 20-year design life and the concrete surface has worn to the reinforcement bars in some locations.

Operations. The Operations program is focused on improvement of facility performance without expanding capacity. Of the total four-year program schedule of $33.8 million, nearly two-thirds ($21.4 million) is allocated to installing technologies to observe freeway conditions, installing ramp metering (principally along I-205) and automating incident detection and response abilities in the ODOT Traffic Management Center. Additional funding is allocated to improve signal systems, including the associated loop detectors, adjacent to freeways and on the state highways maintained by ODOT. Finally, a number of rock fall and slide repair projects are included.

State System and Local Highway Bridge Repair and Replacement (HBRR). The largest ODOT funding category is the Bridge program. Repairs are scheduled for two state system bridges: 1) painting the St. John's Bridge ($28 million); and 2) replacement of the Grand/MLK Viaduct ($33.1 million) dominate the program. The St. John's Bridge project is complicated by the need to keep the old lead-based paint from falling into the Willamette River. The viaduct replacement is plagued by highly unstable foundation conditions.

Several other large expenditures are programmed on Willamette River bridges maintained by Multnomah County. The Morrison ($6.8 million), Burnside ($5.0 million) and Broadway ($8.6 million) bridges are scheduled for HBRR-supported work. Additionally, the Morrison/Burnside bridges were allocated $1.3 million of STP funds for electrical repairs and the Broadway Bridge was also allocated $10 million of TEA-21 High Priority funds. Total funds allocated to work on these bridges in the four-year program are therefore:

- Morrison Bridge $7.6 million
- Burnside Bridge $5.5 million
- Broadway Bridge $18.6 million

Attachment 2 shows the relationship of these scheduled improvements relative to the total capital need Multnomah County has identified for all the Willamette River bridges.

The gas tax/registration fee increase authorized by the Legislature would dedicate a portion of the new revenues to Willamette River bridges maintained by Multnomah County. However, the tax and fee increases are likely to be the subject of a referendum at the May election and the bridge funding increases may not occur. In light of these uncertainties, Metro has proposed that the requested bridge programming be provisional and that the entire issue of Willamette River bridges' capital needs be revisited after the new funding sources are confirmed.

Highway Safety Program. The Highway Safety program blends state and federal safety dollars. The federal program is limited to projects under $500,000. The state program is not limited. Most of the projects are small and consist of simple operational and alignment improvements such as providing left-turn pockets, improving sight distance and corridor enhancements geared to improved signage and signalization. A number of the projects shown in Appendix A show a "percent value" in the project name. This indicates that the safety dollars have been "bundled" with other program funds and are part of a larger project. Actually, this is true of all the program areas to some degree; individual project elements provide preservation, operations, bridge and safety benefits and draw funding from each program.

Transit Program

Funding for the regional transit program has become increasingly diverse. The program traditionally relied on the old Section 9 and Section 3 federal funding programs. Since adoption of ISTEA, and continuing with adoption of the TEA-21 authorization, the region has taken the opportunities provided in the federal funding statute to "flex" federal transportation dollars to the transit component of the regional program. Both state and regional STP dollars and CMAQ funds have been allocated for a variety of purposes including light rail construction, bus purchases, operation of the regional TDM (Transportation Demand Management) program housed at Tri-Met and support of TOD (Transit-Oriented Development) projects linked to light rail and other high quality transit corridors. This trend has continued in the current allocation.

Resolution No. 99-2791 approved allocation of these regional dollars and these funds are reflected in Exhibit 1. Additionally though, Tri-Met continues to receive federal funds which are programmed in the current resolution. Table 1 (following), shows in consolidated form, all the transit-related funds approved by Metro for programming in the MTIP. (It should be noted that some $3 million of funds approved for the TOD program in this and prior allocations have been exchanged for Tri-Met general funds and are now represented as allocations for bus-related maintenance programs.)

Light Rail Program. The single largest block of funds consists of anticipated FTA support for the Interstate MAX Light Rail Extension (I-MAX) project ($263.4 million). Another $24 million of regional flexible (federal) dollars are also allocated to the project, bringing total support for the project to $287.4 million. Formula-driven Fixed Guideway Modernization funds are also allocated to the region to maintain the Eastside MAX facilities. Total light rail-related funding is therefore $301.5 million.

It should also be noted that Tri-Met and the City of Portland are cooperating in construction of the Portland Streetcar project. This project uses no federal funds but is a significant element of the region's rail-based transit and transit-oriented development strategy.

Finally, the region allocated $18 million of regional dollars to supplement existing transit service by one percent, largely to address standing room only conditions during peak

TABLE 1

FY 99 - FY 03 METRO AUTHORIZED TRANSIT PROGRAM

GROUPED BY MAINTENANCE, SERVICE ENHANCEMENT AND SERVICE CAPTIAL PURPOSES

MAINTENANCE	Agency	Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Powell Garage Rehabilitation/Expansion	Tri-Met	§ 5309		0.500	8.000	8.000		16.500
Bus Support Equipment & Facilities	Tri-Met	Gen Fund		2.000	2.000	2.000	2.000	8.000
Preventive Maintenance (bus)	Tri-Met	§ 5307		19.324	20.890	21.450	23.023	84.687
Preventive Maintenance (bus)	Tri-Met	STP	4.502					4.502
Bus Support, Equip & Facilities Subtotal			**4.502**	**21.824**	**30.890**	**31.450**	**25.023**	**113.689**
Bus Signals & Communications	Tri-Met	Gen Fund		2.000	2.000	2.000	2.000	8.000
Bus Signals & Communications	Tri-Met	STP	1.039					1.039
Bus Signal & Communications Subtotal			**1.039**	**2.000**	**2.000**	**2.000**	**2.000**	**9.039**
Preventive Maintenance (rail)	Tri-Met	§ 5307				1.000	1.000	2.000
Rail Support Equipment & Facilities	Tri-Met	Gen Fund		2.000	2.000	2.000	2.000	8.000
Rail Support Equipment & Facilities	Tri-Met	STP	0.045					0.045
OTHER FEDERAL AID	SMART	?	?	?	?	?	?	
Rail Support Equipment & Facilities Subtotal			**0.045**	**2.000**	**2.000**	**3.000**	**3.000**	**10.045**
TOTAL			**5.586**	**26.324**	**42.890**	**44.450**	**30.023**	**132.773**

ENHANCEMENT Station/Stop Amenities		Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Transit Enhancements (Accessible Bus Stops)	Tri-Met	§ 5307		0.196	0.212	0.227	0.243	**0.878**
Progress Park/Ride (TCL)	Tri-Met	CMAQ		0.525				**0.525**
Bus Stations, Stops, Terminals (TCL)	Tri-Met	CMAQ		0.900	1.425	1.425	1.457	**5.207**
Rail Stations, Stops & Terminals	Tri-Met	STP	0.269					**0.269**
TOTAL			**0.269**	**1.621**	**1.637**	**1.652**	**1.700**	**6.879**

TDM and TMA Support Activity		Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Regional TDM	Reg.	CMAQ			0.412			0.412
Regional TDM	Reg.	STP			0.288	0.700	0.999	1.987
Subtotal					**0.700**	**0.700**	**0.999**	**2.399**
Region 2040 Intiatives	Tri-Met	CMAQ		0.250	0.250	0.250	0.250	**1.000**
TMA Assistance Program	Metro/TriMet	CMAQ		0.250	0.250	0.250	0.250	**1.000**
Wilsonville/Canby Jobs Access Program	ODOE	§ 3037	0.150					**0.150**
Regional Jobs Access Program	Tri-Met	§ 3037	1.009					**1.009**
TOTAL			**1.159**	**0.500**	**1.200**	**1.200**	**1.499**	**5.558**

SERVICE CAPTIAL Bus Purchase & LRT Captial		Funding Source	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
I-MAX Light Rail Project	Tri-Met	§ 5309		46.000	42.700	83.200	91.500	263.400
I-MAX Light Rail Project	Tri-Met	CMAQ		6.000	4.000			10.000
I-MAX Light Rail Project	Tri-Met	STP			2.000	6.000	6.000	14.000
I-MAX Subtotal				**52.000**	**48.700**	**89.200**	**97.500**	**287.400**
Westside Light Rail Project	Tri-Met	§ 5309		14.062				14.062
New Start LRT Subtotal				**66.062**	**48.700**	**89.200**	**97.500**	**301.462**
Fixed Guideway Modernization	Tri-Met	§ 5309		3.149	3.356	3.860	4.318	**14.683**
South Corridor Alternatives Analysis	Metro	STP	1.500					**1.500**
Standard Buses (TEA-21 High Priority)	Tri-Met	§ 5309	1.750	1.750				**3.500**
Bus Purchases/PDX	Tri-Met	STP	10.586					**10.586**
Bus Purchases/PDX	Tri-Met	CMAQ	3.500				4.500	**8.000**
TOTAL			**17.336**	**70.961**	**52.056**	**93.060**	**106.318**	**339.731**
METRO AUTHORIZED GRAND TOTAL			**24.350**	**99.406**	**97.783**	**140.362**	**139.540**	**484.941**

hour on the most popular bus lines. An explicit condition of this support was that Tri-Met would allocate the same amount of general funds toward partial funding of the Airport LRT Extension. This has occurred and the project is currently under construction. It relies on no federal transportation funds and is therefore not an explicit element of the MTIP.

Maintenance and Powell Garage Rehabilitation. The second largest transit allocation grouping is bus maintenance and, to a lesser extent, rail maintenance activity ($132.7 million). Of this total, $83.7 million is derived from lumping all the region's Section 5307 (former Section 9) formula funding into Bus Preventative Maintenance. This streamlines federal grant processing procedures by reducing the grant to a single "vanilla" line item. Before FTA permitted this as an eligible activity, the Section 5307 funds were often split into dozens of different projects. The consolidation has enabled reduction of Tri-Met's staffing for the grant program from the equivalent of two full-time positions to just over one-half of a Full-Time Equivalent position.

Another large component of the bus maintenance activity is anticipated appropriation of $16.5 million for rehabilitation and expansion of the Powell Garage Maintenance Facility. The increased bus program pursued by the region has overwhelmed the existing maintenance facility. Funding for this project was listed as Tri-Met's highest priority for federal discretionary appropriations. If federal funding is not forthcoming, Tri-Met will complete the expansion using general funds.

Finally, Tri-Met has requested regional programming in the MTIP of $24 million of general funds for a variety of maintenance activity (Metro is not responsible for and has no authority to require programming of Tri-Met's general fund expenditures). The purpose of this programming is so that if any of Tri-Met's regional partners request trading of federal funds for less restricted general funds, the action can be accommodated with a minimum of MTIP amendment activity simply by "swapping" funds within these previously programmed projects.

Transit Choices for Livability and Other Transit Enhancement. A variety of fund sources are allocated to improve service, and especially the amenities associated with bus transit. The biggest chunk is about $5.3 million of CMAQ funds allocated by the region to begin rapid bus service along the Barbur Corridor between downtown Portland and SW Washington County and within the McLoughlin Corridor between downtown and Oregon City.

Also along the lines of enhancing service, the region has assured continuation of TDM program funding at the higher level of $700,000 per year. The TDM program has focused increasingly on supporting efforts with Regional Centers identified in regional transportation and land use policies. To supplement these efforts, the region has also allocated $2.0 million for support of public/private TMAs (Transportation Management Associations) in these locations and $2.0 for capital support of TMAs and/or other Regional Center-based, non-traditional transit service delivery projects.

Conclusion

The funds identified in Exhibit A are a mixture of funds authorized for programming by prior resolution actions and funds requested by ODOT and Tri-Met for first time programming. All the funds appear for the first time scheduled by year, phase of work and fund type.

Some changes still occur, especially the ODOT programming which has not yet received final Headquarters staff approval of statewide financial constraint and equity issues. The Oregon Transportation Commission may also request revisions. Any changes will be processed administratively according to existing Metro MTIP Management Guidelines that provide for monthly notification to TPAC and quarterly notification to JPACT/Metro Council of significant revisions.

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Priorities 2000 Project Selection Schedule

22-May-98	Public notification to kick-off process
23-Jun-98	Public hearing on draft criteria
16-Oct-98	Deadline for local governments to submit projects
Oct – Feb	Technical ranking of projects
8-Feb-99	Public comment period begins
23-Feb-99	Public workshop with ODOT (in Portland): Comment on technical and administrative factors
27-Feb-99	Open house (in Hillsboro) – distribute information to public
17-Mar-99	Public workshop with ODOT (in Oregon City) – Comment on technical and administrative factors
22-Mar-99	Public comment period ends
26-Mar-99	TPAC: review/approve 150% cut list
6-Apr-99	JPACT/Transportation Planning Committee public hearing on 150% cut list 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
8-Apr-99	JPACT/Metro Council Review/Approve 150% cut list
20-Apr-99	Transportation Planning Committee review
30-Apr-99	TPAC Approval of Program Recommendation
4-May-99	JPACT/Transportation Planning Committee public hearing on program recommendation – 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
13-May-99	JPACT consideration of program approval
27-May-99	Metro Council consideration of program approval

3-23-99/PP

20-YEAR CAPITAL IMPROVEMENT NEEDS FOR THE WILLAMETTE RIVER BRIDGES

ATTACHMENT 2

Line item costs include: PE, CE, Construction Contingency

Construction and Paint Projects - Summary

Estimates in Thousands of 1998 Dollars

Funding Provided in 00-03 MTIP/STIP

Rank	Bridge Name	MS	Bridge	Cat	Project Description	Cost	Total Pts
2	Hawthorne Br. Hawthorne St. Viaduct Eastbo	R	2757A	S	Approach Span Bent Cap Strengthening	$523	120
3	Broadway Bridge	MS	6757	M	Anchor/Operating Struts Mechanical Rehab (Phas	$516	115
4	Morrison Br. Morrison St. Viaduct Westbound	R	8589	S	Approach Span Bent Cap Strengthening	$523	115
5.2	Morrison Bridge	MS	2758	LM	Phase I: Electrical Rewiring & Gate Replacement	$406	100
6	Broadway Bridge	MS	6757	M	Span Drive Mechanical Renovation (Phase III)	$1,285	115
7	Broadway Approach Ramp	R	6757A	ES	Ramp Sidewalk Rehab & Lighting Rehab	$595	110
8	Broadway Bridge (partially funded 00-03)	MS	6757	P	Paint (lower truss funded @ $8.7 M)	$26,013	110
9	Morrison Bridge	MS	2758	E	Phase II: Control Improvements and Submarine C	$488	100
10	Morrison Br. Belmont St. Viaduct Eastbound	R	2758A	RS	Deck Rehab and Microsilica Overlay	$5,880	105
11	Broadway Bridge	MS	6757	E	Electrical Control Upgrades	$259	105
12	Burnside Bridge	MS	511	LM	Electrical Traffic Control Upgrades	$207	105
13	Broadway Bridge	MS	6757	S	Deck Replacement	$7,899	105
14	Burnside Bridge	MS	511	S	Deck Rehab and Microsilica Overlay	$1,880	105
16.2	Burnside Bridge	MS	511	S	Seismic Phase 1 Upgrade	$3,035	95
15	Burnside Bridge	MS	511	P	Steel Deck Truss/Bascule Entire Bridge	$7,297	105
17	Burnside Bridge West Approaches	R	0511A	R	Deck Rehab and Microsilica Overlay	$3,175	105
18	Morrison Br. Morrison St. Viaduct Westbound	R	8589	S	Bearing Repair	$381	95
19	Burnside Bridge	MS	511	EM	Buffer Cylinder Replacement	$540	95
20	Burnside Bridge	MS	511	M	Mechanical Improvements	$635	95
21	Broadway Approach Ramp	R	6757A	S	Deck & Joint Rehabilitation	$744	90
22	Sellwood Bridge	MS	6879	S	Concrete & AC Overlay	$1,020	90
23	Sellwood Bridge	MS	6879	P	Trusses	$5,555	90
24	Hawthorne Bridge	MS	2757	E	Electrical Control Upgrades	$127	90
25	Broadway Bridge	MS	6757	S	Sidewalk Replacement	$1,144	85
26	Morrison Bridge	MS	2758	S	East Side Deck Rehabilitation	$2,509	80
27	Morrison Bridge	MS	2758	M	Gear Reducer Replacement	$953	80
28	Broadway Bridge	MS	6757	E	Variable Message Fiber Optic Warning Signs	$552	85
29	Hawthorne Br. Hawthorne St. Viaduct Eastbo	R	2757A	RS	Rdwy Approach/Deck Overlay	$1,443	80
30	Broadway, East End	R	6757C	S	Resurface Bridge Deck & Approaches	$89	80
31	Sellwood Bridge	MS	6879	S	Replace Structure	$62,164	80
32	Broadway Approach Ramp	R	6757A	P	Paint Steel Framing and Columns	$5,032	79
33	Morrison Transition Structure (West)	R	2758B	P	Paint Steel I-Beams	$3,778	78
34	Morrison Bridge	MS	2758	P	Steel Deck Truss/Bascule	$1,410	74
35	Broadway Bridge	MS	6757	M	Emergency Drive System	$228	65
36	Sauvie Island Bridge	MS	2641	S	Concrete Deck Overlay	$371	70
37	Hawthorne Br. Hawthorne St. Viaduct Eastbo	R	2757A	P	Paint Steel I-Beams	$4,848	63
38	Sauvie Island Bridge	MS	2641	P	Steel Deck Truss/Thru Truss	$1,671	63
39	Sauvie Island Bridge	MS	2641	S	2nd Crossing or Replacement	$19,442	60
40	Morrison Bridge	MS	2758	M	Emergency Drive System	$345	50
41	Morrison Bridge	MS	2758	S	Fender Replacement	$953	50
42	Morrison Br. Morrison St. Viaduct Westbound	R	8589	P	Paint Steel I-Beams	$6,509	54.5
	Willamette River Bridges	R	WRB	S	Accessibility Improvements (Bike, Ped, Disabled)	$7,680	
	Willamette River Bridges	R	WRB	S	OR-OSHA Facility Compliance	$2,649	
	Willamette River Bridges	R	WRB	S	Seismic Retrofit - One Crossing and All Ramps	$48,730	
	Willamette River Bridges	R	WRB	S	In-Depth and Semi-In-Depth Inspections	$1,016	

Estimated Total Capital Need (Thousands) $242,496

Multnomah County - Willamette River Bridges
Tentative Capital Rehabilitation Program (1999-2003)

Fed FY	Bridge	Description	Program Est.	Fund Type	Problem	Solution
2000						
Winter	Hawthorne Ramps	East Ramps Bent Cap Strengthening	$500,000	HBRR	Load ratings indicated low capacity. Bridge requires posting for (Type-3: 21 tons, Type 3S2: 25 tons, Type 3-3: 23 tons). Transit and trucks restricted.	Reinforce understrength bents
Winter	Broadway	Replace Lighting/ Ramp Rehab (Phase 2)	$923,000	High Priority	Risk of short circuit and loss of street lighting, extremely hazardous to maintenance personnel, electrical code violation. Ramp sidewalks and supports deteriorated.	Remove old wiring and lights, replace with modern 480 V high pressure sodium system. Remove old sidewalks on structure, remove corrosion on supports, install new concrete sidewalks.
Winter	Morrison Ramps	East Ramps Bent Cap Strengthening/ Deck Overlay	$6,800,000	HBRR	Load ratings indicated low capacity. Bridge requires posting for (Type 3: 13 tons, Type 3S2: 17 tons, Type 3-3: 15 tons). Transit and trucks restricted. I-5 North truck access restricted.	Reinforce understrength bents, grind deck, remove delamination, overlay with microsilica concrete.
Summer	Broadway	Anchor/Operating Strut Rehab (Phase 1)	$850,000	High Priority	High potential for span becoming jammed during lift and extended closure to roadway or river traffic or both.	Rehabilitate or replace anchor and operating struts with more reliable design.
Summer	Broadway	Mechanical Rehab/Centerlocks (Phase 3)	$1,284,000	High Priority	Operating machinery wearing, potential for jamming during lift.	Rehabilitate east side machinery, replace centerlocks with improved design.
Fall	Morrison	Electrical Repairs/ Submarine Cables/ Gates	$890,000	MTIP	High potential for span becoming inoperable during lift and extended closure to roadway or river traffic or both.	Install new wiring, install modern control system, install new submarine cable, install new gates.
Fall	Morrison	Accessibility PE	$100,000	MTIP	Morrison Bridge affords poor accessibility for bicycles and other users	Design accessibility improvements for bicycles, pedestrians, and handicapped.
2001						

Multnomah County - Willamette River Bridges
Tentative Capital Rehabilitation Program (1999-2003)

Fed FY	Bridge	Description	Program Est.	Fund Type	Problem	Solution
Summer	Burnside	Deck Overlay/ Seismic Phase I	$5,000,000	HBRR	Deck is deteriorated and requires repair to avoid load restrictions. Bridge is lifeline structure.	Grind deck, remove delamination, overlay with microsilica concrete. Install seismic upgrades.
Summer	Burnside	Electrical Repairs/ Submarine Cables/ Gates	$550,000	MTIP	High potential for span becoming inoperable during lift and extended closure to roadway or river traffic or both.	Install modern control system, install new submarine cable, install new gates.
2002						
Fall	Broadway	Paint Below Decks (Phase 4)	$8,650,000	HBRR	Lower truss members and deck support members are corroded. Potential for loss of section and carrying capacity, load restrictions including transit. If corrosion is allowed to continue repair costs will escalate significantly.	Contain bridge below decks, remove existing paint to bare metal, replace corroded members, repaint with modern paint system.
Fall	Broadway	Replace Deck Grating (Phase 5)	$4,070,000	HBRR	Deck grating is deteriorated and requires regular maintenance. Surface is polished from years of use. Grating about 50 years old. High potential for load restrictions including transit.	Remove existing steel deck grating. Replace with new lightweight deck system. Investigate alternative systems (aluminum, fiber reinforced plastic)
Fall	Broadway	Replace Concrete Deck and Sidewalks (Phase 6)	$7,400,000	High Priority	Deck and sidewalks are deteriorated and require replacement. Potential for load restrictions including transit.	Remove existing concrete deck and sidewalks, replace with new concrete deck and sidewalks.
2003						
	Broadway	Paint Above Decks (Phase 7)	$17,365,000	See Note	Paint on upper truss members is failing. Paint required to prevent corrosion and section loss.	Contain bridge above decks, remove existing paint to bare metal, replace corroded members, repaint with modern paint system.

Note: Approximately $172,000 HBRR and $2,043,000 potential funding identified

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2000–03 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	) RESOLUTION NO. 99-2830)) Introduced by) Jon Kvistad,) JPACT Chair

WHEREAS, State and federal regulations require that funding for transportation improvements occurring within Metro's jurisdiction must be shown in a Metropolitan Transportation Improvement Program; and

WHEREAS, The Transportation Equity Act for the 21st Century allocated some $76 million of new federal funds to the region that were not previously accounted for in the FY 98 MTIP in fiscal years 1998 through 2003; and

WHEREAS, New state transportation revenues are avail- able in fiscal years 2002 and 2003; and

WHEREAS, Metro and ODOT cooperated in an 18-month process to solicit project nominations for these funds, which included extensive outreach to eligible agencies, public involvement and technical analysis; and

WHEREAS, Metro coordinated with ODOT to assure full consideration of Transportation Enhancement projects nominated through a Region 1 solicitation process; and

WHEREAS, By Resolution No. 99-2791 Metro approved allocation of $76 million of "regional flexible funds" consisting of federal Transportation Enhancement, Congestion Mitigation/Air Quality (CMAQ), and regional Surface Transportation Program funds to specific projects; and

WHEREAS, It remains to program these funds according to year, phase of work and fund type; and

WHEREAS, ODOT also nominated and Metro approved allocation of very limited state and federal modernization funds to major freeway and highway projects; and

WHEREAS, ODOT uses technical management and ranking systems to also allocate significant sums of preservation, safety, operations and bridge maintenance and rehabilitation funds to projects within the urban area; and

WHEREAS, Tri-Met, the region's transit provider, is also recipient of federal formula and discretionary funds dedicated to transit purposes that must be approved by Metro for inclusion in the MTIP; now, therefore,

BE IT RESOLVED:

1. The program of funds shown in Exhibit 1 of the Resolution is approved.
2. Program approval is contingent on completion and federal approval of a Regional Air Quality Conformity Determination.

ADOPTED by the Metro Council this _____, day of _____, 1999.

_____
Rod Monroe, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

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8-30-99
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EXHIBIT A – RESOLUTION NO. 99-2830

FY 00-03 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

(INCLUDING REVISIONS TO FY 99)

Table of Contents for Exhibit A
Resolution No. 99-2830
FY 00 – 03 Metropolitan Transportation Improvement Program

FY 99 - 03 METRO APPROVED
REGIONAL TRANSPORTATION ENHANCEMENT, CMAQ AND STP PROGRAM

	TRANSPORATION ENHANCEMENT	99	00	01	02	03	TOTAL
	Rural Projects		0.600	0.987	0.341	0.329	2.257
	Troutdale Intermodal Park		0.080				0.080
	Cedar Creek Greenway Trail		0.076				0.076
	Fanno Creek: Allen/Denny			0.200			0.200
	Naito Prkwy: Everett/Harrison			1.421	0.378		1.799
CBi10	Wilsonville: Boeckman/Town Cntr Loop					0.240	0.240
CBi9	Town Cntr Park: Bike/Ped Connection						0.000
CBi2	Fuller Rd: Harmony/King				0.092	0.500	0.592
CBi7	Clack. Reg. Ctr. Trail			0.278			0.278
CP1	Scott Crk Lane Pedestrian Path		0.080				0.080
CTr2	Will. Shoreline Trestle/Track Repair					0.500	0.500
MBi1	Gresham/Fairview Trail			0.224			0.224
PBi1	Morrison Br. Ped/Bike Access.			0.100			0.100
PBi6a	E. Bank Trail: OMSI/Springwater (Con)			0.720			0.720
PBi6b	E. Bank Trail - Phase 2 (ROW only)					0.269	0.269
PBi9	Greeley/Interstate					0.144	0.144
PP2	Capitol Hwy: Bertha/BH Hwy			0.400			0.400
PP5	Red Electric Line: Will Prk/Oleson			0.05	0.085		0.135
TE2	Portland Bike Signage		0.129				0.129
TE3	NE 47th Environmental Restoration		0.250				0.250
WBi1	Fanno Crk: Allen/Denny			0.075			0.075
WBi10	Fanno Crk Trail Phase 2 (PE/RW?)			0.135		0.100	0.235
WP4	Sentinel Plaza:Cornell/Cedar Hills/113th		0.030	0.150			0.180
	TE SUBTOTAL	**0.000**	**1.245**	**4.740**	**0.896**	**2.082**	**8.963**
	ESTIMATED REVENUE	**0.156**	**1.960**	**1.960**	**1.960**	**1.960**	**7.840**
	DIFFERENCE	**0.156**	**0.715**	**-2.780**	**1.064**	**-0.122**	**-0.967**
	Running Total	**0.156**	**0.871**	**-1.909**	**-0.845**	**-0.967**	

	CMAQ	99	00	01	02	03	TOTAL
	Interstate MAX		6.000	4.000			10.000
	East Bank II (Esplanade?)	3.018					3.018
	Regional TDM Program			0.412			0.412
	Hall Blvd: SPRR/Ridgecrest		0.322				0.322
	Cedar Hills: Walker Butner		0.632				0.632
WP7	Cedar Hills: Walker/Butner		0.085				0.085
WBi2	Hall Blvd: 12th/Allen		0.166		0.718	0.554	1.438
WBL2	Main St: 10th/20th (Cornelius)				1.800		1.800
WP5	SW 170th: Merlo/Elmonical LRT Stat'n					0.270	0.270
CM7	Clack. Co. ITS/ATMS - .048		0.130	0.622			0.752
WBi5	Cornell Rd: Elam Young/Ray					0.540	0.540
CBL3	McLoughlin: Harrison/SPRR X'ing					1.900	1.900
MBL1	Division: Wallula/Kelly	0.300	1.100	1.100			2.500
PBL1	Hawthorne: 20th/55th			0.180		1.320	1.500
TE1	Pioneer Courthouse		0.200				0.200
RTr1	Reg. Contribut'n for Bus Purchase				3.500	4.500	8.000
RTr2	Service Increase for Reg/T.C. TCL		1.425	1.425	1.425	1.457	5.732
TDM4	Region 2040 Initiatives		0.250	0.250	0.250	0.250	1.000
TDM5	TMA Assistance Program		0.250	0.250	0.250	0.250	1.000
	CMAQ SUBTOTAL	**3.318**	**10.560**	**8.239**	**7.943**	**11.041**	**41.101**
	ESTIMATED REVENUE	**3.929**	**7.570**	**7.824**	**9.272**	**9.471**	**38.066**
	DIFFERENCE	**0.611**	**-2.990**	**-0.415**	**1.329**	**-1.570**	**-3.035**
	Running Total	**0.611**	**-2.379**	**-2.794**	**-1.465**	**-3.035**	

FY 99 - 03 METRO APPROVED
REGIONAL TRANSPORTATION ENHANCEMENT, CMAQ AND STP PROGRAM

	STP	99	00	01	02	03	TOTAL
	Corn Pass Road (Rural STP)			0.417			0.417
	Cedar Hills: Walke/Butner (Rural STP)		0.236				0.236
	Interstate MAX			2.000	6.000	6.000	14.000
	South Busway Study	1.500					1.500
	Lovejoy		6.563				6.563
	Bus Purchase (Sig Pri) - 1.114						*0.000*
	Region TOD Program Reserve - .126						*0.000*
	Regional Ped to MAX Program - .161						*0.000*
	Civic Neighborhood Station (TOD) - .750						*0.000*
	Civic Neighborhood Station (STP) - .278						*0.000*
	Bus Support, Equpment & Facilities	1.843					1.843
	Standard Bus Purchase	0.586					0.586
	Metro Planning		0.659				0.659
	Sunnyside Rd:102/122nd ROW/CON		1.500		4.970		6.470
CM5	Sunnyside Rd/Mt. Scott Creek				1.400		1.400
CBL2	Willamette Dr. - "A" St/McKillican			0.200			0.200
CR2	Johnson Crk Blvd: 36th/45th			1.076			1.076
CM2	Harmony/Linwood/Railroad Av PE		0.449				0.449
CM14	Hwy 213/Beavercreek Rd.					3.000	3.000
TDM6	SMART TDM Program		0.110		0.110		0.220
CBi3	*Phillip Creek Greenway Trail - .202*						*0.000*
CBL1	*Harmony Rd: 82nd/Fuller - 1.750*						*0.000*
RTOD1	Metro TOD Program - 2.000			1.000	1.000		2.000
	Bus Support, Equpment & Facilities	2.659					2.659
	Bus Signal & Communications	1.027					1.027
	Rail Station Stops & Terminals	0.269					0.269
	Rail Support Equip. & Facilities	0.045					0.045
RTr1	Regional Contribut'n for Bus Purchase/PDX	10.000					10.000
MM1	207th Connector: Halsey/Glisan	1.345					1.345
MM3	223rd O'Xing (PE/ROW)			0.267			0.267
MM7	Gresham/Mult. Co. ITS		0.100	0.400			0.500
PBr2a	Morrison Electrical		0.100	0.700			0.800
PBr2b	Burnside Electrical			0.060	0.440		0.500
PBL3	W. Burnside: Brdg/NW 23rd		0.269				0.269
PF1	Lower Albina Overcrossing			2.000	2.000		4.000
PF2	N. Marine Dr. Reconstruction					2.295	2.295
PM1	Portland Arterial/Frwy. ITS		0.150	0.600			0.750
PM10	SE Foster Rd/Kelly Creek			0.600			0.600
PM6	MLK/Interstate ITS					0.550	0.550
PR10	Naito Parkway: Davis/Market					2.275	2.275
WM1	Farmington Rd: Hocken/Murray		0.933				0.933
WM13	SE 10th: E Main/SE Baseline			0.090			0.090
WM17	I-5/Nyberg Interchange (PE/ROW)			0.342			0.342
WM19	SW Greenburg Rd: Wash Sq/Tiedeman			0.270			0.270
WM4	Wash. Co. ATMS		0.070	0.150	0.150		0.370
WM5	Murray O'Xing: Milikan/Terman			0.172	0.414	0.414	1.000
WTR1	Wash. Co. Commuter Rail	0.500	0.500				1.000
TDM1	Regional TDM Program			0.288	0.700	0.999	1.987
TDM2	Portland Area Telecommuting		0.100	0.100			0.200
TDM3	ECO Information Clearinghouse		0.047	0.047	0.047	0.047	0.188
RPlg5	OPB Pilot		0.100				0.100
RPlg1	Core Reg. Planning Program			0.679	0.699	0.705	2.083
RPlg3	I-5 Trade Corridor Study					0.250	0.250
RPlg6	Regional Freight Program Analysis			0.050	0.050		0.100
	STP SUBTOTAL	**19.774**	**11.886**	**11.508**	**17.980**	**16.535**	**77.683**
	ESTIMATED REVENUE	**19.068**	**14.153**	**14.638**	**14.461**	**14.762**	**77.082**
	DIFFERENCE	**-0.706**	**2.267**	**3.130**	**-3.519**	**-1.773**	**-0.601**
	Running Total	**-0.706**	**1.561**	**4.691**	**1.172**	**-0.601**	
	TE/CMAQ/STP PROGRAMMED GRAND TOTAL:	**23.092**	**23.691**	**24.487**	**26.819**	**29.658**	**127.747**
	LIMITATION TARGET GRAND TOTAL:	**23.153**	**23.683**	**24.422**	**25.693**	**26.193**	**123.144**
	DIFFERENCE:	**0.061**	**-0.008**	**-0.065**	**-1.126**	**-3.465**	**-4.603**
	Running Total	**0.061**	**0.053**	**-0.012**	**-1.138**	**-4.603**	

TEA-21 HIGH PRIORITY PROJECTS AND SCHEDULED APPROPRIATION

(Millions)

PROJECT	TOTAL	98*	99	00	01	02	03
Tri-Met Buses	3.500	0.000	1.750	1.750	0.000	0.000	0.000
Ped to MAX (Gresham)	1.000	0.110	0.150	0.180	0.180	0.190	0.190
Portland Transit Signal Priority	4.500	0.495	0.675	0.810	0.810	0.855	0.855
Lovejoy Ramp	5.000	0.550	0.750	0.900	0.900	0.950	0.950
Broadway Bridge	10.000	1.100	1.500	1.800	1.800	1.900	1.900
So. Rivergate O'Xing	13.000	1.430	1.950	2.340	2.340	2.470	2.470
MurrayO'Xing	3.750	0.413	0.563	0.675	0.675	0.713	0.713
Tualatin/Sherwood Bypass	0.375	0.041	0.056	0.068	0.068	0.071	0.071
I-5/217/Kruse Way Intrchng	7.000	0.770	1.050	1.260	1.260	1.330	1.330
I-205/Sunnybrook Intrchng & Related Arterial	19.000	2.090	2.850	3.420	3.420	3.610	3.610
Funds at 100% of Authorization	**67.125**	**6.999**	**11.294**	**13.203**	**11.453**	**12.089**	**12.089**
Funds at 90% of Authorization	**60.413**	**6.299**	**10.164**	**11.882**	**10.307**	**10.880**	**10.880**
Difference**	6.713	0.700	1.129	1.320	1.145	1.209	1.209

* Six year splits based on 11%, 15%, 18%, 18%, 19%, 19% stipulated in the six year authorization.

** To obtain 100% of high prioirty project funding over six years, formula fund obligation authority of this amount must be used.

FY 1999 - 2003 METRO APPROVED
TEA-21 "HIGH PRIORITY" PROJECTS
OBLIGATION SCHEDULE

KEY #	FACILITY NAME	PROJECT NAME	99	00	01	02	03	Total	DESCRIPTION OF WORK
10027	Lovejoy St	Lovejoy Ramp Replacement (Unit 2)		4,570				4,570	Replace ramps
11065	Broadway St.	Broadway Br. Phase 1		700				700	Implement Bridge Rehabilitation
11066	Broadway St.	Broadway Br. Phase 2		835				835	Implement Bridge Rehabilitation
11067	Broadway St.	Broadway Br. Phase 3		1,285				1,285	Implement Bridge Rehabilitation
	Broadway St.	Broadway Br. (Ph 7)					2,042	2,042	Implement Bridge Rehabilitation
11063	Various Urban Streets	Signal Priority Receiver Installation		3,930				3,930	Implement Transit Signal Priority System
11062	Various Urban Streets	Signal Priority Emitters		1,500				1,500	Implement Transit Signal Priority System
11068	Various	Tri-Met Bus Purchase (3.5M is fed $)		3,500				3,500	Bus Purchase
03346	East Portland Fwy	Sunnybrook Interchange (Unit 1)			7,500			7,500	Build interchange (some T-21$)
11064	Stark St.	SE 181st - SE 190th				1,130		1,130	Ped/Bike/Transit improvements
08815	N. Lombard	Lombard RR Crossing ($16m t-21/$4m other)				20,000		20,000	Grade separation/Facility Impr fr Intersctn
11134	Broadway St.	Broadway Br. (Ph 6)				6,725		6,725	Repair bridge
09788	Tualatin/Sherwood Toll Rd	Pacific West - I - 5 Connector					375	375	New Facility Study Project
		GRAND TOTAL	**0**	**16,320**	**7,500**	**27,855**	**2,417**	**54,092**	

1. Sums reflect anticipated year of project obligation. Each project is appropriated roughly 1/6th of its TEA-21 authorization in each of the six years of the Act.
2. Obligations shown prior to 2003 anticipate routine Advance Construction agreements with ODOT.
3. The table does not reflect sums already obligated in FY 99 and those already reflected in State Modernization Program
4. Does not reflect $25 million I-MAX authorization which will be programmed only upon execution of a Full Funding Grant Agreement with FTA.

FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 MODERNIZATION PROGRAM

FACILITY NAME	PROJECT NAME	Work Phase	99	00	01	02	03	Total	DESCRIPTION OF WORK
US 26	Camelot/Sylvan (Unit 2)	PE							Construct Interchange
		ROW	280					280	
		CON		19,859				19,859	
		TOTAL	**280**	**19,859**				**20,139**	
I-5	I-5/217/Kruse Way Interchange Ph 1.	PE							Reconstruct the Interchange (includes $7M TEA-21 Hi Priority Funds
		ROW							
		CON	35,770					35,770	
		TOTAL	**35,770**					**35,770**	
Halsey St.	Halsey St. Bike Path	PE							Construct Bike Path w/Mult. Co.
		ROW							
		CON		800				800	
		TOTAL		**800**				**800**	
I-205	Sunnybrook Interchange (Unit 1) *	PE							Build interchange (Includes approx $16M TEA-21 Funds)
		ROW	1,306					1,306	
		CON			19,041			19,041	
		TOTAL	**1,306**		**19,041**			**20,347**	
Front Avenue	Everett–Harrison (Bike Path) **	PE							Construct Bike Path
		ROW							
		CON				222		222	
		TOTAL				**222**		**222**	
US 26	Camelot - Sylvan (Phase 3)	PE		1,544				1,544	Replace structure & widen Hwy
		ROW							
		CON					24,308	24,308	
		TOTAL		**1,544**			**24,308**	**25,852**	
Tualatin/Sherwood Toll Rd	Pacific West - I - 5 Connector (MATCH)	PE					105	105	Match for project
		ROW							
		CON							
		TOTAL					**105**	**105**	
	GRAND TOTAL		**37,356**	**22,203**	**19,041**	**222**	**24,413**	**103,235**	

1999 - 2003 METRO APPORVED
ODOT REGION 1 PRESERVATION PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
11227	99W	SW 60th -- Tualatin Rv	PE	180					180	3" inlay/o'lay
09344			ROW							
09342			CON		2,556				2,556	
			TOTAL	180	2,556				2,736	
10573	US 30	MP 3.92 -- St. John's Bridge (80%)	PE	479					479	Inlay/o'lay pavement
			ROW							
			CON		2,492				2,492	
			TOTAL	479	2,492				2,971	
11070	I-5	Interstate Br. -- NE Oregon	PE							Overlay
07973			ROW							
03696			CON		22,202				22,202	
			TOTAL		22,202				22,202	
09386	Hwy 224	I-205 - SE 98th (51%)	PE							Paving, grind & overlay
			ROW							
			CON			1,328			1,328	
			TOTAL			1,328			1,328	
10664	Hwy 224	SE 98th - Rock Creek (80%)	PE	120					120	Paving, grind & overlay
			ROW							
			CON			2,756			2,756	
			TOTAL	120		2,756			2,876	
10666	B-H Hwy	Hwy 217 - Wash Co (85%)	PE	115					115	Paving
			ROW							
			CON			2,093			2,093	
			TOTAL	115		2,093			2,208	
09382	US 30	Sundial -- Sandy River	PE	90					90	Overlay
			ROW							
			CON			1,591			1,591	
			TOTAL	90		1,591			1,681	
10680	TV Hwy	Hocken - Minter Bridge Road (83%)	PE		129				129	Paving, grind & overlay
			ROW							
			CON				3,921		3,921	
			TOTAL		129		3,921		4,050	
10693	I-205	Columbia River Br. - Willamette River	PE		515				515	Pave NB & SB lanes
			ROW							
			CON				18,844		18,844	
			TOTAL		515		18,844		19,359	
10731	Powell Blvd	MP 1.02 - 3.46 * Ross Island Br. - SE 50th	PE			132			132	Pave
			ROW							
			CON					3,534	3,534	
			TOTAL			132		3,534	3,666	
10679	TV Hwy	Quince - District Boundary *	PE			307			307	Paving, grind & overlay
			ROW							
			CON					5,362	5,362	
			TOTAL			307		5,362	5,669	
10762	I-5	SW Carman Dr. - Tualatin River	PE			264			264	Pave
			ROW							
			CON					2,330	2,330	
			TOTAL			264		2,330	2,594	
09364	I-5	Capital Hwy - Marquam Bridge	PE			63			63	2" Inlay, barrier, g.rail, bridge
			ROW							
			CON					12,167	12,167	
			TOTAL			63		12,167	12,230	
		GRAND TOTAL		984	27,893	8,534	22,765	23,392	83,569	

FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 SAFETY PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
11227 09342 09344	99W (Barbur)	SW 60th -- Tualatin Rv	PE							3" inlay/o'lay
			ROW							
			CON		839				839	
			TOTAL		**839**				**839**	
10573	US 30	MP 3.92 -- St. John's Bridge (20%)	PE							Replace Br rail, etc.
			ROW							
			CON		633				633	
			TOTAL		**633**				**633**	
10581	US 26	Jefferson St. Tunnel	PE	140					140	Illumination-tunnel & transitional
			ROW							
			CON		982				982	
			TOTAL	**140**	**982**				**1,122**	
09391	I-205	I-205 @ Glisan St. Ramps	PE	46					46	Add right turn lanes, Revise Slip Ramp
			ROW		10				10	
			CON		379				379	
			TOTAL	**46**	**389**				**435**	
07146	Sandy Blvd.	Pacific East-NE 37th Ave.	PE	52					52	CSIP Signals
			ROW							
			CON		450				450	
			TOTAL	***52***	***450***				***502***	
09370	Hwy 224	River Rd.- Clackamas Interchange	PE	70					70	CSIP Signals
			ROW		10				10	
			CON		557				557	
			TOTAL	**70**	**567**				**637**	
09358	82nd Ave	Airport Way - Flavel	PE	50					50	
			ROW							
			CON		400				400	
			TOTAL	**50**	**400**				**450**	
09386	Hwy 224	I-205 - SE 98th (49%)	PE	85					85	Add third lane
			ROW		154				154	
			CON			1,265			1,265	
			TOTAL	**85**	**154**	**1,265**			**1,504**	
10664	Hwy 224	SE 98th - Rock Creek (20%)	PE							Safety improvements
			ROW							
			CON			669			669	
			TOTAL			**669**			**669**	
10666	BH Hwy	Hwy 217 - Wash Co (15%)	PE							Safety improvements
			ROW		21				21	
			CON			383			383	
			TOTAL		**21**	**383**			**404**	
10667	99E	McLoughlin @ South 2nd St.	PE	50					50	Left turn channelization
			ROW		10				10	
			CON			286			286	
			TOTAL	**50**	**10**	**286**			**346**	
09394	US 30	Pacific East - Philadelphia Ave	PE	75					75	CSIP Signals
			ROW		5				5	
			CON			415			415	
			TOTAL	**75**	**5**	**415**			**495**	
09396	SW 198th Ave.	SW 198th Ave. @ SW Johnson St.	PE	40					40	Install fully actuated signal/illum.
			ROW		80				80	
			CON			210			210	
			TOTAL	**40**	**80**	**210**			**330**	
10680	T/V Hwy	Hocken - Minter Bridge Road (17%)	PE							Paving, grind & overlay
			ROW			5			5	
			CON				779		779	
			TOTAL			**5**	**779**		**784**	
10682	I-5	I-5 @ Nyberg Rd (SB ramp)	PE		103				103	Additional lane, more storage
			ROW			32			32	
			CON				725		725	
			TOTAL		**103**	**32**	**725**		**860**	
08005	Beaverton/ Tualatin Hwy	Beaverton/Tualatin Hwy @ Scholls	PE		129				129	Right turn channelization
			ROW			222			222	
			CON				261		261	
			TOTAL		**129**	**222**	**261**		**612**	
10683	US 26	US 26 @ Jackson	PE		144				144	

FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 SAFETY PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
		School Rd	ROW			53			53	Left turn channelization; ramp
			CON				1,067		1,067	
			TOTAL		**144**	**53**	**1,067**		**1,264**	
11219	Various	2002 Region 1 HEP Reserve	PE			312				
			ROW							
			CON				848		848	
			TOTAL				**848**		**848**	
10731	Powell Blvd	MP 1.02 - 3.46 * Ross Island Br. - SE 50th	PE							
			ROW				5		5	Safety features
			CON					562	562	
			TOTAL				**5**	**562**	**567**	
10679	T/V Hwy	Quince - District Boundary * 4%	PE							
			ROW							*Paving, grind & overlay*
			CON			5		236	241	
			TOTAL			**5**		**236**	**241**	
06010	Hwy 217	Hwy 217 @ Scholls	PE			106			106	
			ROW				11		11	Add l/r turn lanes;inclu signal/interconnect
			CON					660	660	
			TOTAL			**106**	**11**	**660**	**777**	
09390	OR 43	OR 43 @ Terwilliger Blvd.	PE			69			69	
			ROW				43		43	Left turn channelization
			CON					386	386	
			TOTAL			**69**	**43**	**386**	**498**	
10867	Hillsboro/ Silverton Hwy	Hillsboro/Silverton Hwy @ SE Walnut	PE			106			106	
			ROW				104		104	Safety Intersection Improvement
			CON					584	584	
			TOTAL			**106**	**104**	**584**	**794**	
11220	Various	2003 HEP Region 1 Reserve	PE							
			ROW							
			CON					873	873	
			TOTAL					**873**	**873**	
		GRAND TOTAL		**608**	**4,905**	**3,826**	**3,844**	**3,301**	**16,484**	

1999 - 2003 METRO APPROVED
ODOT REGION 1 OPERATIONS PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
09365	Various	2000 ATMS Ramp Meters	PE	6					6	Ramp Meters
			ROW						0	
			CON		978				978	
			TOTAL	6	978				984	
10668	Various	2001 ATMS Ramp Meters (Phase 5)	PE		93				93	Ramp Meters
			ROW							
			CON			1,058			1,058	
			TOTAL		93	1,058			1,151	
10695	Various	2002 ATMS Ramp Meters (Phase 6)	PE			90			90	Ramp Meters
			ROW							
			CON				1,196		1,196	
			TOTAL			90	1,196		1,286	
10871	Various	2003 ATMS Ramp Meters (Phase 7)	PE				92		92	Ramp Meters
			ROW							
			CON					1,231	1,231	
			TOTAL				92	1,231	1,323	
10019	Various	2000 ATMS Communctns Infrastrct	PE	55					55	Communications
			ROW							
			CON		1,235				1,235	
			TOTAL	55	1,235				1,290	
10669	Various	2001 ATMS Communctns Infrastrct (Phase 5)	PE		103				103	Communications
			ROW							
			CON			1,851			1,851	
			TOTAL		103	1,851			1,954	
10696	Various	2002 ATMS Communications Infrastruct (Ph 6)	PE			106			106	Communications
			ROW							
			CON				1,903		1,903	
			TOTAL			106	1,903		2,009	
10870	Various	2003 ATMS Communications Infrastruct (Ph 7)	PE				109		109	Communications
			ROW							
			CON					1,958	1,958	
			TOTAL				109	1,958	2,067	
10644	Various	2000 ATMS Hardware & Softwre (Phase 4)	PE							Hardware & Software
			ROW							
			CON		257				257	
			TOTAL		257				257	
10670	Various	2001 ATMS Hardware & Softwre (Phase 5)	PE							Hardware & Software
			ROW							
			CON			265			265	
			TOTAL			265			265	
10697	Various	2002 ATMS Hardware & Softwre (Phase 6)	PE							Hardware & Software
			ROW							
			CON				326		326	
			TOTAL				326		326	
10872	Various	2003 ATMS Hardware & Softwre (Phase 7)	PE							Hardware & Software
			ROW							
			CON					336	336	
			TOTAL					336	336	
10646	Various	Variable Message Signs (Phase 4)	PE	30					30	VMS
			ROW							
			CON		587				587	
			TOTAL	30	587				617	
10651	Various	Signal Upgrades (Unit 1)	PE	95					95	Signal Upgrades
			ROW		51				51	
			CON		978				978	
			TOTAL	95	1,029				1,124	
10672	Various	Signal Upgrades (Unit 2)	PE		51				51	Signal Upgrades
			ROW							
			CON			1,004			1,004	
			TOTAL		51	1,004			1,055	
10699	Various	Signal Upgrades (Unit 3)	PE			53			53	Signal Upgrades
			ROW							
			CON				1,033		1,033	
			TOTAL			53	1,033		1,086	
10874	Various	Signal Upgrades (Unit 4)	PE				54		54	Signal Upgrades
			ROW							
			CON					1,063	1,063	
			TOTAL				54	1,063	1,117	
09366	Various	Traffic Loop Repair Unit 10	PE	50					50	Repair/replace traffic loops
			ROW							
			CON		772				772	
			TOTAL	50	772				822	

1999 - 2003 METRO APPROVED
ODOT REGION 1 OPERATIONS PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
09384	Various	Traffic Loop Repair Unit 11	PE		51				51	Repair/replace traffic loops
			ROW							
			CON			740			740	
			TOTAL		51	740			791	
10671	Various	Traffic Loop Repair Unit 12	PE			33			33	Repair/replace traffic loops
			ROW							
			CON				782		782	
			TOTAL			33	782		815	
10698	Various	Traffic Loop Repair Unit 13	PE				34		34	Repair/replace traffic loops
			ROW							
			CON					782	782	
			TOTAL				34	782	816	
10577	Hwy 217	Beaverton/Tigard @ Denny Road	PE	40					40	Signals-both ramp terminal intersections
			ROW		10				10	
			CON		595				595	
			TOTAL	40	605				645	
07579	Beaverton/ Tualatin Hwy	Beaverton/Tualatin @ Locust	PE	25					25	Alignment/ bike lane install
			ROW		21				21	
			CON		237				237	
			TOTAL	25	257				282	
10021	US 26	Vista Ridge Tunnel - Stadium Fwy	PE		154				154	Add turn lane Revise inclu SB Stadium Ext
			ROW							
			CON				1,778		1,778	
			TOTAL		154		1,778		1,932	
10869	US 26	Sunset Hwy @ Glencoe Rd	PE			71			71	Signalize ramp;Rt turn channelization; access
			ROW				435		435	
			CON					501	501	
			TOTAL			71	435	501	1,007	
	GRAND TOTAL			301	6,069	3,419	7,742	5,871	23,402	

FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 BRIDGE PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
07969	US 30	OWR & NRR (WB) Br. (Also I-M)	PE							Replace Deck/Rail (w/Pres Project)
			ROW							
			CON		432				432	
			TOTAL		**432**				**432**	
09367	Various	FY2000 Protective Screening (Reg 1)	PE	62					62	Protective Screening at 14 sites
			ROW							
			CON		636				636	
			TOTAL	**62**	**636**				**698**	
10652	I-205	NB/SB Parkplace Br over Clack. Rr, Br #8837A& B	PE	56					56	Joint Retrofit, Deck Overlay
			ROW							
			CON		1,407				1,407	
			TOTAL	**56**	**1,407**				**1,463**	
10655	I-205	NB/SB O-xing SE Foster Rd/ Woodstock Blvd. Br# 13538 &13538A	PE	45					45	Joint Retrofit, Deck Overlay
			ROW							
			CON		1,075				1,075	
			TOTAL	**45**	**1,075**				**1,120**	
10657	US 30	Half Viaduct Br # 05291	PE	28					28	Replace Structure
			ROW		31				31	
			CON		900				900	
			TOTAL	**28**	**931**				**959**	
09342	99W	SB Tualatin Rr, Br # 1417S * 9%	PE	50					50	Rail Retrofit
			ROW							
			CON		218				218	
			TOTAL	**50**	**218**				**268**	
10654	I-205	Oxing Col. Rr (S. Chan.)/NE Marine Dr.Br.#16188	PE	88					88	Joint Retrofit, Deck Overlay
			ROW							
			CON		883				883	
			TOTAL	**88**	**883**				**971**	
09403	Morrison St.	Morrison Br. East Ramp, Br #2758A & 8589	PE	618					618	Sup.Struct.rehab/o'lay deck
			ROW							
			CON		6,182				6,182	
			TOTAL	**618**	**6,182**				**6,800**	
09402	Hawthorne/Madison	Hawthorne Bridge East Ramps	PE	50					50	Bent Cap Rehabilitation
			ROW							
			CON		450				450	
			TOTAL	**50**	**450**				**500**	
07253	Childs Rd.	Oswego Canal (Childs Rd.) Br. #06429	PE							Widen Structure
			ROW							
			CON		350				350	
			TOTAL		**350**				**350**	
09383	US 30	WB/EB Sandy River, Br #6875 & A **	PE							Joint Retrofit, Deck Overlay
			ROW							
			CON			601			601	
			TOTAL			**601**			**601**	
09393	I-205	St. John's Bridge	PE	194					194	Painting, Etc.
			ROW							
			CON			27,903			27,903	
			TOTAL	**194**		**27,903**			**28,097**	
09385	Various	FY 2001 Protective Screening (Reg 1)	PE		82				82	Protective Screening - overpass
			ROW							
			CON			815			815	
			TOTAL		**82**	**815**			**897**	
09404	Burnside St	Burnside Br. Approach Ramps	PE							Sup. Str. Rehab/o'lay Ph 1 seismic
			ROW	600					600	
			CON			4,400			4,400	
			TOTAL	**600**		**4,400**			**5,000**	
10682	I-5	I-5 @ Nyberg Rd (SB ramp)	PE		103				103	Additional lane, more storage
			ROW			32			32	
			CON			725			725	
			TOTAL		**103**	**757**			**860**	
08005	Beaverton/Tualatin Hwy	Beaverton/Tualatin Hwy @ Scholls	PE		129				129	Right turn channelization
			ROW			222			222	
			CON			261			261	
			TOTAL		**129**	**483**			**612**	
10683	US 26	Sunset Hwy @ Jackson School Rd	PE		144				144	Left turn channelization; ramp
			ROW			53			53	
			CON			1			1	
			TOTAL		**144**	**54**			**198**	
10684	Various	FY 2002 Protective Screening (Reg 1)	PE			49			49	Protective Screening- overpass
			ROW							
			CON			489			489	
			TOTAL			**538**			**538**	

FY 1999 - 2003 METRO APPROVED
ODOT REGION 1 BRIDGE PROGRAM

KEY #	FACILITY NAME	PROJECT NAME		99	00	01	02	03	Total	DESCRIPTION OF WORK
09350	99E	MLK (O-Xing SPRR #2115) (Viad.)	PE							Replace structure
			ROW			3,087			3,087	
			CON			30,020			30,020	
			TOTAL			**33,107**			**33,107**	
10685	I-5	I-5 (Col.Rv) Br.(NB/SB) Br. #01377A & 07333 **	PE			529			529	Electrical Upgrade
			ROW							
			CON			6,764			6,764	
		(WashDOT portion $3,110,000	**TOTAL**			**7,293**			**7,293**	
10705	SE Bybee Blvd	McLoughlin Blvd - SPRR Br. #020264 A & B	PE		300				300	Replace Structures
			ROW				25		25	
			CON				3,375		3,375	
			TOTAL		**300**		**3,400**		**3,700**	
10706	Summit Dr.	Springbrook Cr.(Summit Dr.) Br #06456	PE		95				95	Replace Structure
			ROW				5		5	
			CON				800		800	
			TOTAL		**95**		**805**		**900**	
11132	Broadway St.	Broadway Br. (Ph 4)	PE		820				820	Repair bridge
			ROW							
			CON				7,830		7,830	
			TOTAL		**820**		**7,830**	**0**	**8,650**	
10745	Various	FY 2003 Protective Screening (Reg 1)	PE					125	125	Protective Screening - overpass
			ROW							
			CON				1,259		1,259	
			TOTAL				**1,259**	**125**	**1,384**	
10753	I-405	O-Xing of I-405, Br #9254G	PE					109	109	Overlay, rails
			ROW							
			CON				281		281	
			TOTAL				**281**	**109**	**390**	
10653	NB Oxing SPRR (Twin Struct)	NB/SB Oxing SPRR (Twin Struct) Br.#9717&9717A	PE					45	45	Joint Retrofit, Deck Overlay
			ROW							
			CON				786		786	
			TOTAL				**786**	**45**	**831**	
10656	OR 43	Oregon City Arch, Br # 357	PE	56					56	Overlay, rails, joints
			ROW							
			CON				1,491		1,491	
			TOTAL	**56**			**1,491**		**1,547**	
10692	US 26	WB O-xing Hwy 61 (SW Clay), Br # 9254C	PE			106			106	Overlay, Rails
			ROW							
			CON				515		515	
			TOTAL			**106**	**515**		**621**	
10663	Stark Street	Stark St. Viaduct	PE				60		60	Replace structure
			ROW							
			CON					580	580	
			TOTAL				**60**	**580**	**640**	
11136	Broadway St.	Broadway Br. (Ph 7) *	PE				1,580		1,580	
			ROW							
			CON					2,662	2,662	
			TOTAL				**1,580**	**2,662**	**4,242**	
		GRAND TOTAL		**1,847**	**14,237**	**76,056**	**18,007**	**3,520**	**113,668**	

FY 99 - 03 METRO APPROVED
SECTION 5309 (FORMER SECTION 3) PROGRAM

PROJECT	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Fixed Guideway Modernization		3.149	3.356	3.860	4.318	**14.683**
Standard Bus Purchase (Approx. 14)		3.500				**3.500**
Westside Light Rail Project		14.062				**14.062**
I-MAX Light Rail Project		46.000	42.700	83.200	91.500	**263.400**
Powell Garage Rehabilitation/Expansion		0.500	8.000	8.000		**16.500**
TOTAL	**0.000**	**67.211**	**54.056**	**95.060**	**95.818**	**312.145**

FY 99 - 03 METRO APPROVED
SECTION 5307 (FORMER SECTION 9) PROGRAM

PROJECT	FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Bus - Support Equipment & Facilities		19.324	20.890	21.450	23.023	**84.687**
Rail - Support Equipment & Facilities				1.000	1.000	**2.000**
Bus - Transit Enhancements (Accessible Stops)		0.196	0.212	0.227	0.243	**0.878**
TOTAL		**19.520**	**21.102**	**22.677**	**24.266**	**87.565**

FY 99 - 03 METRO APPROVED
TRI-MET GENERAL FUND AND MISC PROGRAM FUNDS

PROJECT		FY 99	FY 00	FY 01	FY 02	FY 03	TOTAL
Bus Support Equipment & Facilities	Gen Fund		2.000	2.000	2.000	2.000	8.000
Bus Signals & Communications	Gen Fund		2.000	2.000	2.000	2.000	8.000
Rail Support Equipment & Facilities	Gen Fund		2.000	2.000	2.000	2.000	8.000
Wilsonville/Canby Jobs Access Program	§ 3037	0.150					**0.150**
Regional Jobs Access Program	§ 3037	1.009					**1.009**
TOTAL		**1.159**	**6.000**	**6.000**	**6.000**	**6.000**	**25.159**

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2831 FOR THE PURPOSE OF AMENDING THE MEMBERSHIP OF THE TPAC TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE

Date: August 16, 1999 Presented by: Andrew Cotugno

PROPOSED ACTION

Resolution No. 99-2831 amends the membership of TPAC's Transportation Demand Management (TDM) Subcommittee to respond to changes in the membership of the TDM Subcommittee since its establishment by Resolution No. 92-1610.

TPAC has reviewed the proposed membership changes for the TDM Subcommittee and recommends approval of Resolution No. 99-2831.

FACTUAL BACKGROUND AND ANALYSIS

On May 28, 1992, MSD (now Metro) Resolution No. 92-1610 established the TPAC Transportation Demand Management (TDM) Subcommittee. With the TDM Subcommittee beginning its eighth year, its current membership differs from the TDM Subcommittee representation that was recommended in Resolution No. 92-1610. Since the TDM subcommittee makes recommendations to TPAC on funding issues and TDM policy, including Transportation Management Association selection, TDM subcommittee membership and voting privileges need to be revisited.

The 1992 resolution recommended that the subcommittee include the following representatives: Metro; ODOT; Tri-Met; Clackamas, Multnomah and Washington Counties; City of Portland, Oregon Department of Energy; DLCD and DEQ. Resolution No. 92-1610 also recommended that one citizen member, one bicycle/pedestrian advocacy member, one representative from the other cities (currently the City of Gresham), one business representative and a representative from the Clark County Strategic Planning Group should also participate. The current TDM Subcommittee matches Resolution No. 92-1610 with the following exceptions:

- DLCD is not represented on the subcommittee and DLCD is not a TPAC member.

- The Port of Portland has been a consistent participant on the subcommittee but is not included in the 1992 resolution list of participants.
- SMART/Wilsonville, the Westside Transportation Alliance TMA, and the Tualatin TMA have regularly participated on the subcommittee over the past year but are not included in the 1992 resolution list of participants.

Also, the current TDM Subcommittee lacks a citizen member, a bicycle/pedestrian advocate and a business representative. According to the 1992 resolution, selection of the committee is the responsibility of the participating jurisdiction or agency and appointments shall be made by TPAC. Therefore, staff recommends that a citizen member, bicycle/pedestrian advocate and business representative be appointed to the committee. These representatives could be current TPAC citizen members and would have a two-year term on the committee.

In accordance with Resolution No. 92-1610, changes to the TDM Subcommittee membership must be approved by resolution. The TDM Subcommittee discussed membership issues at its June and July meetings. The following recommended changes in TDM Subcommittee membership are forwarded for TPAC consideration:

1. Remove DLCD from subcommittee membership.
2. Add the Port of Portland as a subcommittee member.
3. Add Wilsonville/SMART as a subcommittee member.
4. Add a Transportation Management Association as a subcommittee representative with a two-year term on the committee.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE MEMBERSHIP OF THE TPAC TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE	))))	RESOLUTION NO. 99-2831 Introduced by Jon Kvistad, Chair JPACT

WHEREAS, The TPAC Transportation Demand Management (TDM) Subcommittee was established in May 1992; and

WHEREAS, The current membership of the TDM Subcommittee differs from the TDM Subcommittee representation that was recommended in May 1992; and

WHEREAS, The TDM Subcommittee makes recommendations to TPAC on funding issues and TDM policy; now, therefore,

BE IT RESOLVED,

That the Metro Council and JPACT adopt the following recommendations:

1. That the Department of Land Use and Conservation (DLCD) be removed from the TDM Subcommittee.

2. That the Port of Portland and Wilsonville/SMART be added to the TDM Subcommittee.

3. That a Transportation Management Association (TMA) representative be added to the TDM Subcommittee for a two-year term and that the TMA representative be appointed

by a consortium of Portland metropolitan area TMA directors.

4. That vacant positions for a citizen representative, bicycle/pedestrian advocate representative and business representative be filled by the Metro Council for a two-year term.

ADOPTED by the Metro Council this _____ day of _____, 1999.

_____
Rod Monroe, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

BB:lmk
99-2831.res.doc
8-30-99

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

METRO

August 30, 1999

Henry H. Hewitt, Chairman
Oregon Transportation Commission
355 Capitol Street NE, Room 135
Salem, OR 97301
FAX: 503-986-3432

Dear Henry:

Attached for consideration by the Commission are comments on the proposed criteria for the legislatively-authorized Bond Program. We look forward to working with ODOT this fall to define the program of projects to be submitted to the Legislative Emergency Board.

Sincerely,

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation

JK:lmk

Attachment

CC: JPACT
Metro Council
TPAC

JPACT Comments on ODOT Bond Program

1. Overall, the criteria and process look good; we should strive to have a recommendation going to the E-Board that is supported by both ODOT and JPACT. We are prepared to reach that goal and assist with E-Board approval.

2. Your criteria are defined to allow you to select projects of highest statewide priority. One consideration should be whether the projects are a high regional priority as well.

3. Clarification should be provided on the relative weighting of the criteria. Although we understand that a formal scoring system is not envisioned, it would be useful to know if certain criteria are more important than others.

4. In meeting the criteria that the projects be consistent with the Oregon Highway Plan, there are a number of new elements that should be addressed, including goals to reduce VMT, requirements for Access Management Plans and Interchange Area Plans, support of compact growth in "Special Transportation Areas" and funding of improvements off the state highway system if they are cost-effective methods of benefiting the state highway.

5. Major capacity improvements to limited access highways will have to comply with HB 3090 requiring evaluation of toll feasibility.

6. The overall program will have to meet federal air quality conformity requirements even though these are not federally funded projects. Failure to do so would jeopardize the federally funded projects in the Portland region (the same is likely true in the other MPOs). This could affect the list if vehicle emissions resulting from these projects exceed federal air quality standards.

7. The criteria specifically indicate that the Newberg Bypass and the Tualatin-Sherwood Expressway will advance only through preliminary engineering and right-of-way acquisition. This STIP process should leave open the possibility of this approach for other projects that are not adequately defined at this time. An example is the I-5/Greeley project. Since there is no agreement to project scope and design work has not been initiated, I can't foresee the feasibility of building this project in the six-year timeframe. However, determining an appropriate design is critical to the I-5 Trade Corridor, the plan to reduce Interstate Avenue by two lanes with the MAX extension and the need for improved access into the Central City and Lloyd

District via the Broadway interchange. As such, inclusion of a project to advance preliminary engineering, right-of-way acquisition and possibly an interim improvement would be desirable and feasible within this six-year timeframe.

8. The schedule calls for public hearings between September 3 and November 30 on the draft project list. It is presumed that the list submitted to the Legislature will be the starting point for these hearings. It may be appropriate for JPACT to request public feedback on other possibilities that meet the criteria as well. We propose identifying the projects to solicit public input on at the October 14 JPACT meeting.

9. One of the criteria provides for transfer of district or regional highways to local governments in conjunction with funding from this bond program for improvements to these roads. We understand that it is not ODOT's intent to require transfer of roads unrelated to projects funded through this program. However, a number of local governments are concerned about their ability to maintain these roads and would prefer this criterion be stricken. Clarification of this interpretation is requested.

10. The accuracy of the cost estimates is very critical. If the estimates are too high, we face having to unnecessarily cut a needed project. Conversely, if the estimates are too low, we face not being able to deliver on projects approved by the Legislature with the resulting need to cut other projects to make up the deficit. In addition, unforeseen costs and inflation will impact the program over the six-year period. We recommend adopting an approach that commits to a base program with a short back-up list to be funded in the event there are savings. This will allow reserving sufficient funds for each committed project without concern that a project is unnecessarily cut from the list. In addition, it provides the motivation to complete the projects on the committed list in order to allow funding for the approved back-up projects. Regardless of the approach, ODOT should provide clarity about how projects or scope elements will be added or deleted as costs change.

11. Although the program is principally aimed at building past project commitments that have been repeatedly deferred, there should be an attempt to adopt a program that includes an equitable balance within each ODOT region.

ACC:lmk
8-30-99
ODOTBond.ltr.doc

DRAFT ADDITIONAL MODERNIZATION NEEDS (UNFUNDED)

Project Name	County	Route or Highway Name	Constr. Cost	Beg. MP	End MP
Region 1					
US 26: OR 217 to Murray Blvd. with Barnes Road Ramp. Adds lanes EB and WB, restores Barnes Road on-ramp, and improves Cedar Hills interchange.	Washington	Sunset Hwy., US-26	$20,000,000	67.15	69.19
Hwy 217: Tualatin Valley Hwy to HWY 26 - Improves interchange	Washington	Beaverton-Tigard Hwy., OR-217	$40,000,000	0	1.5
Columbia/Killingsworth/82nd Avenue connection; Improves Port of Portland freight access and access from South Airport to Hwy. I-205 (Port of Portland)	Multnomah	NE Portland Hwy., US-30B	$29,000,000	9.64	11.03
Clackamas Industrial Connection - I-205 to 145th	Clackamas	new alignment	$65,000,000		
I-5: Greeley - N. Banfield/ Lloyd District Rose Quarter Access (Portland)	Multnomah	Pacific Hwy. E., OR-99E	$92,000,000	301.91	302.62
Tualatin-Sherwood Expressway - conduct EIS for roadway between I-5 and 99W	Washington	new alignment	$3,000,000		
US 30: Swedetown-Lost Creek - safety improvements; adds left turn lane, extending climbing lane, etc.	Columbia	Lower Columbia River Hwy., US-30	$7,000,000	55.29	60.82
US 26: OR 217 to Camelot - adds climbing/extra lane	Washington	Sunset Hwy., US-26	$13,000,000	68.75	70.38
99E: Hwy. 224 to River Rd. - improve McLoughlin Blvd. through downtown Milwaukie	Clackamas	Pacific Hwy. E., OR-99E	$2,500,000		
Region 1 Total		**$271,500,000**	*		
Region 2					
Pioneer Mt. to Eddyville Project, Phase 2. Realignment, EB and WB climbing lanes (Design-Build)	Lincoln	Corvallis-Newport, US20	$60,000,000	14.50	24.75
Newberg-Dundee Bypass - Complete EIS, PE, Purchase Right-of-Way (45% of the cost from tolls)	Yamhill	Pacific Hwy. West	$15,000,000	n/a	n/a
Construct Rickreall Interchange, 99W, Hwy. 22 - Complete EIS, Purchase Right of	Polk	Willamina-Salem, OR 22	$11,300,000	15.70	16.00
Pacific Hwy. (I-5) - Woodburn interchange reconstruction	Marion	Pacific, I-5	$14,500,000	270.46	272.17
Pacific Way – Dooley Bridge, Phase 2 Improvements/widening in Seaside.	Clatsop	Oregon Coast, US101	$34,000,000	18.80	22.48
Reconstruct Hwy. 22 to four lane divided highway east of Golf Club Rd.	Marion	North Santiam Highway, OR 22	$15,000,000		
South Jefferson/Millersburg Interchange (I-5) - Improve Southbound Ramp Geometry, Extend Climbing Lane	Linn	Pacific Hwy. I-5	$2,000,000	238-24	238.24
Valley Junction to Ft. Hill - Add two travel lanes to existing two travel lanes	Polk	Salmon River, OR18	$8,000,000	23.08	24.83
Lengthen railroad overpass, correct highway alignment and superelevation problems. (Near Lookout Point Dam - E. of Eugene)	Lane	Willamette, OR58	$8,500,000	14.00	14.00
Access Management and Intersection Improvements, NW 56th St. and NE 57th St. in Newport	Lincoln	Oregon Coast, US 101	$1,250,000	137.32	137.53
Construct Lafayette Hwy Interchange, disconnect Cruikshank Road (East of McMinnville)	Yamhill	Salmon River, OR 18	$6,000,000	45.60	49.40
Delaney Road Interchange to Kuebler Interchange - Southbound Climbing Lanes, Rebuild Battle Creek Road Overcrossing	Marion	Pacific Hwy., I-5	$17,000,000	248.60	251.79
Reconstruct Coburg Interchange (I-5), relocate local road intersections, signalize Industrial Way	Lane	Pacific, I-5	$11,000,000	199.15	199.15
Astoria Truck Route - Build Section from US 101 to Williamsport Road Interchange	Clatsop	Nehalem Hwy., OR202	$30,000,000	0.00	2.75
Coburg Road Interchange ramp and signal improvements	Lane	Beltline	$550,000	11.66	11.66
Woodland Avenue (Woodburn) to Pacific Hwy. East: Widen to 5 lanes	Marion	Hillsboro-Silverton, OR214	$5,000,000	36.52	39.29
Lincoln City 4 lane section, Oceanlake Section N 26th St to N 12th St.	Lincoln	Oregon Coast, US 101	$6,500,000	113.53	114.43
Region 2 Total		**$243,600,000**			

* An additional $25 million cut needed to achieve proportionality.

5/14/99

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Office of the Director
355 Capitol St. NE
Rm 135
Salem, Oregon 97301-3871

FAX
2 Pages

FILE CODE:

DATE: September 7, 1999

TO: **Interested Parties**

FROM: Grace Crunican
Director

SUBJECT: Approved Project Selection Criteria for ODOT to implement HB 2082

At the September 2, 1999 Oregon Transportation Commission meeting, the Commission approved the criteria by which projects will be considered. The criteria will be forwarded to the Governor for his comment and review. It will be used as part of the supplemental STIP process to guide the evaluation and selection of projects to be funded by the $600 million bond program called for in House Bill 2082.

The criteria read as follows:

"The project selection and priority will be based on consideration of the following:

1. Consistency with local/regional comprehensive plan and transportation system plan if adopted.
2. Consistency with the Oregon Highway Plan.
3. The Quality Development Objectives set forth in Executive Order E0 97-22.
4. Project completion possible within six years.
5. Project located on highways of statewide or regional significance.
6. Leverage of local or private funds or toll revenues and/or the ability to transfer local interest roads, district or regional highways to local governments prior to project construction.
7. Safety."

With approval of the criteria, we move into the public hearing phase on the draft list of projects. Attached please find the timetable associated with the public outreach portion of the Supplemental STIP Process.

September 3 through November 30, 1999
- Public hearings on draft project list
- Gather input from public meetings with cities, counties, ACTs, MPOs, COGs, Regional Partnerships, LOAC, JPACT, Governor's office, legislators, CST and specific interest groups such as environmental, construction and others

October 13, 1999 OTC Meeting
- Public hearing on the draft project list

November 9, 1999 OTC Meeting
- Updated draft project list presented for OTC consideration

December 16, 1999 OTC meeting
- Final adoption of project list

January 2000 Department of Administrative Services (DAS)
- OTC-approved list shall be presented to the Department of Administrative Services (preparatory work for February E-Board)

February 2000 Legislative Emergency Board Appearance
- OTC-approved list shall be presented to the Emergency Board

Again, we truly appreciate your assistance in meeting the legislative deadline related to this effort.

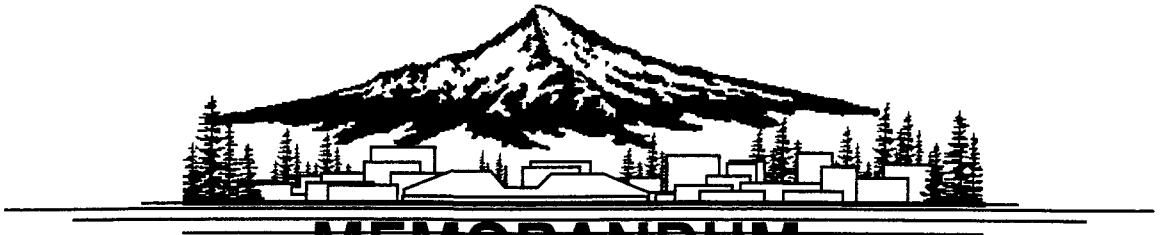
For information about public meetings in your area, please contact:

Kate Deane, (503)731-8245, Region 1 (Portland Metropolitan)
Debby Corey, (503)986-2651, Region 2 (Willamette Valley, N. Coast)
Mike Baker, (541)957-3658, Region 3 (S. Oregon, S. Coast)
Laurie Gould, (541)388-6224, Region 4 (Central Oregon)
Michelle Baker, (541)963-1587 Region 5 (Eastern Oregon)

DRAFT

State Transportation Project Bonding List
Region 1 – Metropolitan Area Schedule for Review and Input

Date	Activity
August 30, 1999	Comments due to the Oregon Transportation Commission (OTC) on the Proposed Selection Criteria
September 2, 1999	OTC adoption of project criteria
September 9, 1999	JPACT adoption of process for review and input, and adoption of project criteria
October 12, 1999	ODOT/LOC/AOC Public Meeting in Portland on the Highway Plan, Access Management and the State Transportation Project Bonding List
October 13, 1999	OTC Meeting and Public Hearing in Salem
October 14, 1999	JPACT adoption of recommended additions and deletions to the bonding list for public consideration
October 26, 1999	Joint ODOT/JPACT Public hearing: ODOT, 123 NW Flanders, Public Meeting Room
October 27, 1999	Joint ODOT/JPACT Public hearing: Washington County Public Service Building – 155 N 1st Avenue, Hillsboro - Cafeteria
November 3, 1999	Joint ODOT/JPACT Public hearing: Clackamas County – OTI Conference Center, 7740 SE Harmony Road, Milwaukie
November 9, 1999	Review of updated draft project list by the OTC
November 11, 1999	JPACT adoption of recommended projects for consideration by the OTC
December 16, 1999	OTC adoption of the final project list



MEMORANDUM

Transportation Planning
Community Development Department
City of Gresham

DATE: August 23, 1999

TO: Jim Kight, Troutdale City Council
Sharon Kelly, Multnomah County Commission

FROM: Ron Papsdorf, Lead Transportation Planner

RE: Draft ODOT Bond Program

The Oregon Department of Transportation has prepared a draft list of projects for consideration should additional funding become available (see attached). With the gas tax increase and the Legislature's intent to bond approximately $600 million of state projects from 1¢ of the increase, this list has taken on more immediate importance.

As you will notice, the Region 1 list includes no east Multnomah County projects. Aside from this point, it is important that an inclusive and rational project selection process take place to ensure that decisions are made that best support the region's transportation and land use planning objectives. At the least, funds should be spent on the highest priority Regional Transportation Plan projects first. By no means, should funds be expended on projects that have been identified as tolled and only included on the RTP "preferred" system (namely, the Tualatin-Sherwood Highway).

I offer the following as a list of possible east Multnomah County projects for consideration. These projects are included in the draft Regional Transportation Plan and help meet immediate needs and support implementation of the 2040 Plan.

RTP Project No.	**Description**	**Cost**
2028	Powell Blvd. Improvements: I-205 to Birdsdale – widen to 5 lanes with sidewalks and bike lanes.	$21,000,000
2001	Hogan corridor improvements: I-84 to Stark – construct new I-84 traffic interchange and connection to Stark Street.	$24,000,000

2000	Hogan corridor improvements: Stark to Palmquist – interim capacity improvements and access controls.	$12,000,000
2002	Mt. Hood Parkway ROW Preservation: Palmquist to US26 – preserve future right-of-way.	$15,200,000
2003	Hogan corridor improvements: Palmquist to US26 – construct new four lane limited access facility.	$8,200,000
2049	Powell Blvd. Improvements: Birdsdale to Hogan – complete boulevard design improvements	$2,000,000

We will plan on discussing this item at the next Pre-JPACT breakfast on September 7. However, Metro has asked for comments to Andy Cotugno by August 25. I would recommend that you contact Andy and give him any preliminary comments, but inform him of the impending discussion. If you have any questions, please feel free to contact me at 618-2806.

C: John Leuthauser, City of Gresham
Richard Ross, City of Gresham
Harold Lasley, Multnomah County
Rebecca Ocken, City of Gresham
Karen Schilling, Multnomah County

M E M O R A N D U M

METRO

Date: August 18, 1999

To: JPACT

From: Jon Kvistad, Chair

Re: ODOT Bond Program

Attached is a memo from Grace Crunican to the Oregon Transportation Commission (OTC) initiating a public process to develop the program of projects to be funded with the $600 million of bonds recently approved by the Oregon Legislature. Since the legislation calls for approval of the final list by the Emergency Board in February 2000, the timeline is quite compressed. The first milestone is OTC approval of the selection criteria on September 2 (the draft criteria are reflected in the attached memo).

Please review these criteria as soon as possible and respond to Andy Cotugno with your comments by August 25. Attached is a draft set of comments on the criteria for your consideration.

URGENT: Please comment by August 25.

JK:lmk

Attachment
CC: TPAC

Draft Comments on ODOT Bond Program

1. Overall, the criteria and process look good; we should strive to have a recommendation going to the E-Board that is supported by both ODOT and JPACT. We are prepared to reach that goal and assist with E-Board approval.

2. In meeting the criteria that the projects be consistent with the Oregon Highway Plan, there are a number of new elements that should be addressed, including goals to reduce VMT, requirements for Access Management Plans and Interchange Area Plans, support compact growth in "Special Transportation Areas" and fund improvements off the state highway system if they are cost-effective methods of benefiting the state highway.

3. Major capacity improvements to limited access highways will have to comply with HB 3090 requiring evaluation of toll feasibility.

4. The overall program will have to meet federal air quality conformity requirements even though these are not federally funded projects. Failure to do so would jeopardize the federally funded projects in the Portland region (the same is likely true in the other MPOs).

5. The criteria specifically indicate that the Newberg Bypass and the Tualatin-Sherwood Expressway will advance only through preliminary engineering and right-of-way acquisition. This STIP process should leave open the possibility of this approach for other projects that are not adequately defined at this time. An example is the I-5/Greeley project. I can't foresee the feasibility of building this project in the six-year timeframe. However, determining an appropriate design is critical to the I-5 Trade Corridor, the plan to reduce Interstate Ave. by 2 lanes with the MAX extension and the need for improved access into the Central City and Lloyd District via the Broadway interchange. As such, inclusion of a project to advance preliminary engineering and possibly right-or-way acquisition would be desirable and feasible within this six-year timeframe.

6. The schedule calls for public hearings between September 3 and November 30 on the draft project list. It is presumed that the list submitted to the Legislature will be the starting point for these hearings. It may be appropriate for JPACT to request public feedback on other possibilities as well. It may be appropriate for ODOT to ask the public if they would recommend any projects other than those reflected on this list.

DATE: August 17, 1999

TO: Oregon Transportation Commission

FROM: Grace Crunican
Director

SUBJECT: HB 2082 Bonding Program

Requested Action:

Request that the OTC review the project selection criteria for the $600 million in bonding program stemming from the passage of HB 2082 and consider.

Background:

With the passage of HB 2082 and the $600 million bonding program, a supplemental STIP process is needed. This process should provide the framework by which the list of projects, to be submitted to the Emergency Board in February 2000, will be developed.

In the case of HB 2082, the letter to Representative Strobeck is a key component in the legislature's understanding of how the project list would be developed. As stated in the letter, these are the projects "ODOT would recommend for the public's consideration." See attached.

Following are the proposed timetable and supplemental STIP process, and selection criteria for ODOT to implement HB 2082.

Timetable and Supplemental STIP Process

August 13, 1999 OTC Meeting

- The OTC to approve the process (outlined herein)
- Review criteria to use in the public process for selecting and prioritizing the proposed project list.
- Request review from transportation stakeholders on the project selection criteria prior to September 2, 1999 OTC meeting.

August 13 - 30, 1999

- Stakeholders comment on OTC criteria
- Conduct briefings for stakeholders on ODOT's draft list of priorities including cities, counties, ACTs, MPOs, COGs, Regional Partnerships, LOAC, JPACT, Governor's office, legislators, CST and specific interest groups such as environmental, construction and others.

September 2, 1999 OTC Meeting

- Consider public comment on criteria
- OTC adoption of project criteria

September 3 through November 30, 1999
- Public hearings on draft project list
- Gather input from public meetings with cities, counties, ACTs, MPOs, COGs, Regional Partnerships, LOAC, JPACT, Governor's office, legislators, CST and specific interest groups such as environmental, construction and others

October 13, 1999 OTC Meeting
- Public hearing on the draft project list

November 9, 1999 OTC Meeting
- Updated draft project list presented for OTC consideration

December 16, 1999 OTC meeting
- Final adoption of project list

January 2000 Department of Administrative Services (DAS)
- OTC-approved list shall be presented to the Department of Administrative Services (preparatory work for February E-Board)

February 2000 Legislative Emergency Board Appearance
- OTC-approved list shall be presented to the Emergency Board

I recommend the commission review the following project selection criteria and consider adoption at the September 2, 1999 meeting. The criteria will help to guide amending the $600 million bond program for the supplemental STIP process as called for in HB 2082. In evaluating the list and considering changes to it, the following criteria will be applied:

Selection Criteria

As stated in the letter to Representative Ken Strobeck, the project list produced by ODOT estimated only the cost to construct the projects. A ten percent reduction from the $600 million level is needed to cover the costs of preliminary engineering and right-of-way acquisition.

The remaining $540 million will be allocated to the regions based on the standard STIP modernization distribution formula. The distribution is based upon population, vehicle miles traveled, number of vehicles registered, revenue generated by county and the needs identified in the Oregon Highway Plan.

The "Draft Additional Modernization Needs" list (attached) submitted to the legislature constitutes the Oregon Department of Transportation's initial recommendation of projects for the public's consideration to be funded by the bond program.*

It was put together by maintaining equity between each ODOT region within the six year period.

The project selection and priority will be based on consideration of the following:

1. Consistency with local/regional adopted comprehensive plan and transportation system plan
2. Consistency with the Oregon Highway Plan
3. The Quality Development Objectives
4. Project completion possible within six years
5. Project located on highways of statewide significance
6. Inability to fund large projects within existing annual statewide allocation for modernization ($54 million)
7. Leverage of local or private funds or toll revenues
8. Transfer of local interest roads, district or regional highways to local governments prior to project construction

Project Scoping

After the selection of projects and projects are certain with respect to funding levels, each project will be scoped and designed in conjunction with local input and will meet the Quality Development Objectives. Detailed project scoping will not be substantially undertaken until funding has been confirmed.

Notes:

* A design-build process may be applied in assuming completion within six years.

  Completion of environmental work and/or some preliminary engineering and right-of-way acquisition for the "Tualatin-Sherwood Expressway" and the "Newberg-Dundee Bypass" will constitute a "completable project."

DRAFT ADDITIONAL MODERNIZATION NEEDS (UNFUNDED)

Project Name	County	Route or Highway Name	Constr. Cost	Beg. MP	End MP
Region 1					
US 26: OR 217 to Murray Blvd, with Barnes Road Ramp. Adds lanes EB and WB, restores Barnes Road on-ramp, and improves Cedar Hills interchange.	Washington	Sunset Hwy., US-26	$20,000,000	67.15	69.19
Hwy 217: Tualatin Valley Hwy to HWY 26 - Improves interchange	Washington	Beaverton-Tigard Hwy., OR-217	$40,000,000	0	1.5
Columbia/Killingsworth/82nd Avenue connection; improves Port of Portland freight access and access from South Airport to Hwy. I-205 (Port of Portland)	Multnomah	NE Portland Hwy., US-30B	$29,000,000	9.64	11.03
Clackamas Industrial Connection - I-205 to 145th	Clackamas	new alignment	$85,000,000		
I-5: Greeley - N. Banfield/ Lloyd District Rose Quarter Access (Portland)	Multnomah	Pacific Hwy. E., OR-99E	$92,000,000	301.91	302.62
Tualatin-Sherwood Expressway - conduct EIS for roadway between I-5 and 99W	Washington	new alignment	$3,000,000		
US 30: Swedetown-Lost Creek - safety improvements; adds left turn lane, extending climbing lane, etc.	Columbia	Lower Columbia River Hwy., US-30	$7,000,000	55.29	60.82
US 26: OR 217 to Camelot - adds climbing/extra lane	Washington	Sunset Hwy., US-26	$13,000,000	68.75	70.38
99E: Hwy. 224 to River Rd. - improve McLoughlin Blvd. through downtown Milwaukie	Clackamas	Pacific Hwy. E., OR-99E	$2,500,000		
Region 1 Total			**$271,500,000**	*	
Region 2					
Pioneer Mt. to Eddyville Project, Phase 2. Realignment, EB and WB climbing lanes (Design-Build)	Lincoln	Corvallis-Newport, US20	$30,000,000	14.50	24.75
Newberg-Dundee Bypass - Complete EIS, PE, Purchase Right-of-Way (45% of the cost from tolls)	Yamhill	Pacific Hwy. West	$15,000,000	n/a	n/a
Construct Rickreall Interchange, 99W, Hwy. 22 - Complete EIS, Purchase Right of	Polk	Willamina-Salem, OR 22	$11,300,000	15.70	16.00
Pacific Hwy. (I-5) - Woodburn interchange reconstruction	Marion	Pacific, I-5	$14,500,000	270.46	272.17
Pacific Way -- Dooley Bridge, Phase 2 improvements/widening in Seaside.	Clatsop	Oregon Coast, US101	$34,000,000	18.80	22.48
Reconstruct Hwy. 22 to four lane divided highway east of Golf Club Rd.	Marion	North Santiam Highway, OR 22	$15,000,000		
South Jefferson/Millersburg Interchange (I-5) - Improve Southbound Ramp Geometry, Extend Climbing Lane	Linn	Pacific Hwy. I-5	$2,000,000	238-24	238.24
Valley Junction to Ft. Hill - Add two travel lanes to existing two travel lanes	Polk	Salmon River, OR18	$8,000,000	23.06	24.83
Lengthen railroad overpass, correct highway alignment and superelevation problems. (Near Lookout Point Dam - E. of Eugene)	Lane	Willamette, OR58	$8,500,000	14.00	14.00
Access Management and Intersection Improvements, NW 56th St. and NE 57th St. in Newport	Lincoln	Oregon Coast, US 101	$1,250,000	137.32	137.53
Construct Lafayette Hwy Interchange, disconnect Cruikshank Road (East of McMinnville)	Yamhill	Salmon River, OR 18	$8,000,000	45.60	49.40
Delaney Road Interchange to Kuebler Interchange - Southbound Climbing Lanes. Rebuild Battle Creek Road Overcrossing	Marion	Pacific Hwy., I-5	$17,000,000	248.80	251.79
Reconstruct Coburg Interchange (I-5), relocate local road intersections, signalize Industrial Way	Lane	Pacific, I-5	$11,000,000	199.15	199.15
Astoria Truck Route - Build Section from US 101 to Williamsport Road Interchange	Clatsop	Nehalem Hwy., OR202	$30,000,000	0.00	2.75
Coburg Road Interchange ramp and signal improvements	Lane	Beltline	$550,000	11.66	11.66
Woodland Avenue (Woodburn) to Pacific Hwy. East: Widen to 5 lanes	Marion	Hillsboro-Silverton, OR214	$5,000,000	36.52	39.29
Lincoln City 4 lane section, Oceanlake Section N 28th St to N 12th St.	Lincoln	Oregon Coast, US 101	$6,500,000	113.53	114.43
Region 2 Total			**$243,600,000**		

* An additional $25 million cut needed to achieve proportionality.

5/14/99

DRAFT ADDITIONAL MODERNIZATION NEEDS (UNFUNDED)

Project Name	County	Route or Highway Name	Constr. Cost	Beg. MP	End MP
Region 3					
South Medford Interchange - upgrade capacity of interchange	Jackson	I - 5	$15,000,000	27.21	28.33
238 - Jackson Street (Unit 2) (Medford) - completes Hwy. 62 - Hwy. 238 extension	Jackson	Jacksonville Hwy.,OR-238	$9,000,000	34.90	37.80
Highway 62 Corridor Solutions Phase 2 (improves North Medford Interchange - Delta Waters)	Jackson	Crater Lake Hwy., OR-62	$18,000,000	0	4.00
Oregon Coast Highway @ Coos River Highway to Davis Slough (improves Bunker Hill intersection and other intersections south to Hwy 42)	Coos	US 101	$17,000,000	240.00	245.00
Highway 62 Corridor Solutions Phase 3(North Medford Interchnge - Delta Waters)	Jackson	OR-62	$20,000,000	0	4.00
Brockway Road to Old Highway 99 South (Winston) - improves capacity	Douglas	Coos Bay-Roseburg Hwy., OR 42	$5,000,000	71.87	73.37
Chrome Plant-Cedarpoint (Coos Bay-Coquille) - completes 4 lanes between Coos Bay and Myrtle Point	Coos	Coos Bay-Roseburg Hwy., OR 42	$12,000,000	7.20	9.50
		Region 3 Total	**$96,000,000**		
Region 4					
Redmond Truck Route	Deschutes	The Dalles-California, US 97	$5,000,000	119.00	121.70
Madras - Crooked River Gorge Bridge	Jefferson	The Dalles-California, US 97	$1,500,000	95.00	112.64
US 97/ Sunriver - Cottonwood (South of Bend)	Deschutes	The Dalles-California, US 97	$5,000,000	153.00	153.10
Prineville - 3rd St. Enhancements	Crook	Ochoco, US 26	$8,000,000	18.20	19.26
S[illegible] Lake - Sisters	Deschutes	Santiam, US 20	$1,500,000	87.00	99.50
Ce[illegible]al Oregon Hwy @ Ward Rd. (Bend)	Deschutes	Central Oregon, US 20E	$100,000	3.56	3.66
BNSF RR Oxing @ Wickiup Jct. (LaPine)	Deschutes	The Dalles-California, US 97	$7,150,000	165.00	165.50
Warm Springs Safety Rest Area	Jefferson	Warm Springs, US 26	$300,000	84.00	84.00
US 26 @ Tenino (Warm Springs Community)	Jefferson	Warm Springs, US 26	$200,000	104.30	104.80
10th St. -27th St. (Bend)	Deschutes	Central Oregon, US 20E	$5,000,000	1.10	2.16
LaPine - Crescent Passing Lanes	Deschutes	The Dalles-California, US 97	$1,500,000	183.00	185.10
Modoc Point - Algoma (Phase 2) Rockfall (K-Falls)	Klamath	The Dalles-California, US 97	$8,000,000	257.83	267.20
Redmond East City Limits - Powell Butte Jct.	Deschutes	Ochoco, US 26	$1,500,000	2.30	6.80
US 26 MP 94 - 95.5 (Warm Springs Reservation)		Warm Springs, US 26	$1,500,000	94.00	95.50
Prineville Grade with Bridge (Prineville)	Crook	Ochoco, US 26	$3,000,000	16.72	18.20
Badger Creek Rd. - MP 87.5 (Warm Springs Reservation)		Warm Springs, US 26	$1,500,000	86.00	87.50
Jct. US 97 @ US 197 (Route to Shaniko or Maupin)	Wasco	The Dalles-California, US 97	$950,000	67.00	67.50
ES Expressway (Hwy. 39) @ S. 6th St. (K-Falls)	Klamath	K.Falls-Lakeview, OR 140	$3,200,000	3.20	3.30
Sisters - Squaw Creek Canal	Deschutes	McKenzie-Bend	$1,500,000	1.70	3.50
SS Expressway @ Tingley Lane (Klamath Falls)	Klamath	South Klamath Falls, OR 424	$2,500,000	1.38	1.76
15th St. - 19th St. (Highland)	Deschutes	McKenzie, OR 126	$600,000	111.41	111.10
Jct. Klamath Falls/Lakeview Hwy - Lost River	Klamath	Klamath Falls-Malin, OR 39	$4,300,000	0.00	3.30
Highland Extension, Phase 2 (Redmond)	Deschutes	McKenzie, OR 126	$3,300,000	112.00	113.00
		Region 4 Total	**$65,100,000**		

DRAFT ADDITIONAL MODERNIZATION NEEDS (UNFUNDED)

Project Name	County	Route or Highway Name	Constr. Cost	Beg. MP	End MP
Region 5					
LaGrande Corridor Transportation Improvements (Phase 2)	Union	Wallowa Lake Hwy., OR-82	$5,000,000	1.60	2.00
Elgin City Section	Union	Weston-Elgin Hwy., OR-204	$1,500,000	40.25	40.84
North Ontario Interchange Bridge No. 08635	Malheur	Olds Ferry-Ontario Hwy., OR-201	$10,000,000	25.20	25.20
Diagonal Road - Elm Avenue (Hermiston)	Umatilla	Hermiston Hwy. ,OR-207	$3,500,000	5.50	5.80
Jordan Valley City Section	Malheur	I.O.N. Highway, US-95	$2,500,000	19.44	21.64
Richland City Section	Baker	Baker-Copperfield Hwy., OR-86	$1,500,000	41.35	42.50
New Princeton - Malheur River Caves Section	Harney	Steens Hwy., OR-78	$7,000,000	37.78	47.23
Pendleton - Pilot Rock	Umatilla	Pendleton-John Day Hwy., US-395	$6,500,000	2.59	15.00
Lawen - Crane Section	Harney	Steens Hwy., OR-78	$8,500,000	19.54	28.23
Heppner City Section	Morrow	Heppner Hwy., OR-74	$4,500,000	45.99	47.35
Region 5 Total		**$48,500,000**			
Total Statewide Unfunded High Priority Needs		**$724,700,000**			

Post-it® Fax Note 7671	Date 9-8-99 # of pages ▶ 2
To Jim Kight	From Karen Schilling
Co./Dept.	Co.
Phone #	Phone #
Fax # 467-8871	Fax #

MULTNOMA

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1600 SE 190TH AVENUE
PORTLAND, OREGON 97233
(503) 248-5050

MEMORANDUM

To: Andy Cotugno, Metro

From: Karen Schilling, Transportation Planning Administrator KS

Date: August 24, 1999

Re: ODOT Bond Program

Multnomah County has reviewed the August 17, 1999 memo from Grace Crunican regarding the HB2082 Bonding Program and the Draft Comments provided in the recent mailing from Metro. The County agrees with the Draft Comments but is concerned with a couple of other issues as well.

Multnomah County strongly urges Criteria #8 to be eliminated from the Selection Criteria. This criteria (transfer of local interest roads, district or regional highways to local governments prior to project construction) has the potential to hold important projects hostage to a local jurisdiction's ability to take over a state highway. The issue of transferring state highways to local jurisdictions is currently being discussed in other forums and should be kept separate from the Bond Program. The Bond Program should not force these liabilities on local jurisdictions for the sake of much needed improvements.

There are two issues that are unclear in the process of selecting projects. First, it is unclear if the criteria used for selecting projects carry different weights. For example, is consistency with the Oregon Highway Plan equivalent to leverage of local or private funds? Second, is the question of how the project list might be revised in the future. If the cost estimates for these projects are preliminary and will change, how will projects be added to the list or deferred? We think clarification is needed on these issues prior to the public hearings.

Draft Comments 5 and 6 are especially important to reiterate. Multnomah County strongly supports ODOT's plans to offer the public and local jurisdictions an opportunity to comment and provide input on the draft list of projects. In addition, given the size of these projects, it is appropriate that some projects advance only through preliminary engineering and right-of-way acquisition.

One project that we think meets several selection criteria that should be included on the list is the northern segment of the 242nd Ave Connector. ODOT and the County are currently jointly funding the Environmental Assessment for the 242nd Ave Connector between I-84 and Stark St.

Both ODOT and the County have a long-standing recognition of the need for this project. We realize that construction of this project is not realistic in the six-year timeframe but believe that a commitment for Preliminary engineering and right-of-way acquisition for this segment needs to be included on the Draft list. n.5m

We appreciate the opportunity to provide comments on the criteria and process for ODOT's Bond Program. If you have questions, please call me at 248-5050 x29635.

KSKLH0040.MEM (L0084)

Post-it® Fax Note 7671	Date	# of pages ▶
To JIM KIGHT	From YVONNE LEMAY	
Co./Dept.	Co. GRESHAM	
Phone #	Phone # 618-2817	
Fax # 667-8871	Fax # 669-1376	

DATE: August 25, 1999

TO: Jon Kvistad, Metro Council
Andy Cotugno, Metro

FROM: Jim Kight, Troutdale City Council

RE: Draft ODOT Bond Program

Thank you for the opportunity to comment on the proposed ODOT Bond Program. The selection criteria will be very important as the region works with ODOT to determine the Portland area projects. However, I believe very strongly that the list submitted to the Legislature should be viewed as a starting point only, and not considered inclusive of all projects that warrant consideration for funding. Below is a list of additional projects that I believe should be considered and evaluated using the selection criteria.

As for the criteria, I believe clarification on how they will be used to select and prioritize projects is necessary before JPACT endorse them. In addition, any requirement to transfer state highways to local governments prior to construction (criteria 8) is not acceptable. This issue is being discussed in other forums and should be kept separate from the Bond Program.

These east Multnomah County projects are included in the draft Regional Transportation Plan and help meet immediate needs and support implementation of the 2040 Plan.

RTP Project No.	Description	Cost
2028	Powell Blvd. Improvements. I-205 to Birdsdale – widen to 5 lanes with sidewalks and bike lanes.	$21,000,000
2001	Hogan corridor improvements. I-84 to Stark – construct new I-84 traffic interchange and connection to Stark Street.	$24,000,000
2000	Hogan corridor improvements. Stark to Palmquist – interim capacity improvements and access controls.	$12,000,000
2002	Mt. Hood Parkway ROW Preservation. Palmquist to US26 – preserve future right-of-way.	$15,200,000
2003	Hogan corridor improvements. Palmquist to US26 – construct new four lane limited access facility.	$8,200,000
2049	Powell Blvd. Improvements. Birdsdale to Hogan – complete boulevard design improvements.	$2,000,000

It is important that an inclusive and rational project selection process take place to ensure that decisions are made that best support the region's transportation and land use planning objectives. At the least, funds should be spent on the highest priority Regional Transportation Plan projects first.

C: Sharon Kelly, Multnomah County Commission
John Leuthauser, City of Gresham
Richard Ross, City of Gresham
Harold Lasley, Multnomah County
Rebecca Ocken, City of Gresham
Karen Schilling, Multnomah County
Ron Papsdorf, City of Gresham

Traffic Relief Options Study

Metro

September, 1999

Project Background

- **ISTEA/TEA-21 Pilot Program**
- **Determine 20-year RTP policy**
- **Analyze Peak Period Pricing Types**
- **Identify Potential Demonstration**
- **Study Demand Management v. Revenue**
- **3-year study: Task Force; Public Outreach; Technical Analysis**

Peak Period Pricing

- a.k.a. Congestion Pricing, Value Pricing, Traffic Relief
- Electronic Toll Collection
- Assigns peak costs to peak users
- Affects time-of-day; route; mode; destination
- Orange County (SR-91); San Diego (1-15); Houston (I-10); Toronto (407) - *add capacity*
- Europe; Singapore - *cordon*

Study Process

- Joint Metro/ODOT Study
  - Project partners: Portland, 3 counties, DEQ, Tri-Met
- Initiated Late 1996; Task Force Formed
- Budget: 50/50 technical/public outreach
- 8 Study Options: adopted 11/97
- Task Force Recommendations: 7/99

Evaluation Criteria

- **Alternatives Analysis Process**
- **Criteria**
  - **Implementation**
  - **Travel Performance**
  - **Equity**
  - **Consistency with Growth Policies**
  - **Societal and Market Effects**
  - **Public Acceptance**

Criterion: Public Acceptance

- **Outreach Approach**
  - **Stakeholders; workshops; focus groups; elected/community groups; questionnaires; media briefings; news stories**

Criterion: Public Acceptance

- **Outreach Findings**
  - **All options: Availability of Alternatives, use of revenues, enforcement, fairness, privacy**
  - **Individual Options: Choice; New capacity; Effective; Neighborhood diversion; Equity**

Criterion: Implementation

- **Legality, Technology, Institutional, Finance**
- **Focus on Finance (Net Public Costs)**
  - **Total Public Revenues (tolls, transit fares)**
  - **Total Public Costs (construction, tolling equip., transit costs)**

Highest Toll Revenues: 8 options; per mile

- **$0.20 I-5S Reversable**
- **$0.23 I-5S Whole**
- **$0.53 I-5N Corridor**
- **$0.18 1-84 Whole**
- **$0.14 US 26 Partial**
- **$0.09 Hwy 217 Partial**
- **$0.19 McLoughlin Partial**
- **$0.16 Hwy 43 Spot**
- ***SR-91(Orange County): $0.06 to $0.30***

Criterion: Finance (example)

	Interstate 84	Highway 217
Type	Whole (all lanes)	Partial (single new lane)
Annualized Cost	$3.8 M	$7.2 M
Annual Toll Revenue	$24.8 M	$2.2 M
Annual Net Revenue	$21.0 M	($5.0 M)

•Low cost due to minimal construction

•High cost due to new construction

•High revenues due to pricing all cars

•Low Revenues due to single lane

Criterion: Travel Performance

- **Net Traveler Benefits**
  - **Travel Time Savings (value of time)**
  - **"Out-of-pocket" costs (tolls, auto operating, transit fares)**
  - **Reduction in Private Vehicle Operating/ Ownership Cost**

Net Traveler Benefits (example)

	Interstate 84	Highway 217
Type	Whole (all lanes)	Partial (single new lane)
Traveler Benefits	$10.0 M	$15.6 M
Traveler Cost Savings	$11.9 M	$(8.6 M)
Net Traveler Benefits	$21.9 M	$7.0 M

Equity

- Income Groups
  - Net traveler benefits by income class
  - Highway 43 negative
  - Other options positive; most progressive
- Trucks
  - Positive when all lanes priced

Growth Policies

- Area for further study
- VMT inconclusive
- Mobility/speed improved
- Accessibility inconclusive
- Freight system improved

Other Criteria

- **Air Quality**
  - Area for further study
  - Added capacity increases emissions
  - Priced capacity minimizes increase
  - Pricing existing lanes reduces emissions
- **Diverted Traffic**
  - Diversion when pricing existing lanes

Summary of Options

- **Did Not Work**
  - I-5S Reversable (option A); Hwy 43 (H)
- **Price Existing Lanes**
  - I-5 South Whole (B); I-5N (C); I-84 (D)
- **Price Added Lanes**
  - US 26 (E); Hwy 217 (F); McLoughlin (G)

Summary of Recommendations

Types Studied	Recommended
Hot Lane on Hwy	
• Take-a-lane	**No**
• Add-a-lane	**Yes**
All Hwy Lanes	
• Existing lanes	**No**
• New Facilities	**Yes**
Corridor	
• Existing highway lanes + parallels	**No**
Spot	
• At a Brigdge	**No**

M E M O R A N D U M

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

METRO

Date: September 1, 1999

To: JPACT

From: Michael Hoglund, Transportation Planning Manager

Subject: Traffic Relief Options Study

At the September 9 JPACT meeting, Steve Clark will present the recommendations of the Traffic Relief Options (TRO) Study Task Force. Mr. Clark is President of Community Newspapers, Inc. and Vice-Chair of the Task Force. In addition, Metro staff will provide an overview of key study findings and describe the potential policy implications for congestion pricing in the Portland metropolitan area.

JPACT is not being asked to take action on the recommendations. Instead, draft policy language and proposals for considering pricing in the context of future studies will be included in the draft Regional Transportation Plan (RTP). JPACT will be asked to consider and potentially adopt that language as the RTP is reviewed and adopted later this year.

Attached for your review prior to the meeting are the following items:

- The Task Force Recommendations. Included in the recommendations are policy proposals related to the application of peak-period pricing on new highway lanes versus pricing existing lanes on an existing highway.
- Status of Highway Capacity Improvement Projects (Attachment A). The status report provides an inventory of major highway capacity projects that include additional lanes as identified in the draft RTP. The Task Force recommends that peak-period pricing be considered in these corridors prior to construction.
- Options Studied and Evaluation Summary. This document provides an overview of findings related to each corridor that was studied in detail. A summary table of the study evaluation measures is also included. The findings and the table will be discussed in more detail at the meeting.
- A letter from the Federal Highway Administration (FHWA). The FHWA acknowledges the work of the Task Force and recognizes the contribution of study findings related to future participation of the Portland area in the federal Value Pricing Program.

MH

Attachments

TRAFFIC RELIEF OPTIONS STUDY TASK FORCE RECOMMENDATIONS - 6/15/99

Note that these Task Force recommendations are proposed for incorporation into the Regional Transportation Plan (RTP) after review and acceptance by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission. The RTP should further identify locations where the policy should be applied and evaluate the effect of the direction.

POLICY RECOMMENDATIONS

General Policy Recommendations

The region has transportation needs that far exceed available and anticipated revenues, therefore:

1. Appropriately applied, peak period pricing can be an appropriate tool to manage congestion. It also could generate revenues to help with needed transportation improvements.

2. Peak period pricing should be considered as a feasible option when major, new highway capacity is added to the system.

3. Existing roadways should not be priced at this time.

4. As new capacity projects are studied, JPACT should identify at least one specific project for which peak period pricing is appropriate to serve as a pilot within two years. Attachment A is a list of new capacity projects proposed for inclusion in the Regional Transportation Plan (RTP) for which peak period pricing should be considered. The attached summary evaluation chart includes criteria that should be used to evaluate the viability of peak period pricing in these and other locations where major, new highway capacity is added to the system.

5. JPACT should pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.

Policy recommendation for major, new roadways

Circumstances where peak period pricing may be appropriate are:

1) When one or more lanes are being added to a currently congested highway, peak period pricing for a stretch of several miles should be considered.

2) Where a major new highway facility is being constructed where none exists now to provide congestion relief in the corridor, peak period pricing of all lanes should be considered.

3) Where a major facility (bridge or highway) is undergoing reconstruction and significant capacity is being added, pricing of one or all lanes should be considered.

Why should peak period pricing be considered?: The Traffic Relief Options Study Working Paper #9 demonstrates that appropriately applied peak period pricing offers significant economic, environmental and transportation benefits to individual users, various user groups and the entire system. The task force's evaluation of the public's acceptance concludes that the public seems willing to consider pricing where only one lane is priced, where capacity is added and where congestion is perceived as serious, thereby providing a new transportation choice. Working Paper #9 reflects the judgment that pricing of single or new lanes is the only type of pricing that has the potential to both produce significant benefits and achieve public acceptance at this time. Pricing of new roadways or added lanes can provide significant travel benefits, reduce diversion of traffic into neighborhoods and cover the costs of the tolling equipment and operation. In addition, it can generate some revenues towards the cost of constructing needed new capacity.

Policy recommendation for existing roadways

The task force does not recommend pricing of existing roadways at this time, including:

1) Pricing of existing lanes of a congested highway where no new capacity is being added.

2) Pricing of all lanes of an existing, congested highway plus any parallel arterials.

3) Pricing of any uncongested roadways or streets with unlimited access.

However, the task force does acknowledge that the pricing of existing roadways may have benefits for the region. There are applications that would have clear net financial and net transportation benefits to the region from pricing whole roadways.

Why not price existing roadways?: The primary reason that existing roadways should not be considered for pricing at this time is the current strong negative reaction that the

public has to that approach as documented in Working Paper #9. In addition, pricing of whole roadways appears to have negative effects on local streets and neighborhoods due to traffic diversion. The impacts on specific groups would also need to be further addressed. The analysis shows that many of the traveler benefits from pricing of existing roadways appear to come from the reduced costs of ownership due to reduced miles of auto travel. Finally, pricing existing roadways can have a negative impact on accessibility to major regional destinations.

ATTACHMENT A

TRAFFIC RELIEF OPTIONS STUDY RECOMMENDATIONS
Status of Proposed Highway Capacity Improvement Projects[1]

The following information provides an overview of highway corridor capacity strategies as identified in the draft Regional Transportation Plan. Each corridor's status relative to system-level studies or project development activities is also noted. The Task Force recommends that JPACT require that peak period pricing should be evaluated through system-level study or project development in these corridors.

Interstate-5 North

RTP Status:	Complete *I-5 Trade Corridor Study* and phase added capacity improvements through 2010.
Current Status:	Two-year *I-5 Trade Corridor Study* to evaluate alternative highway and bridge improvements (study recommendations by early 2001); *I-5 HOV Demonstration* under test.

Highway 26 (Sunset)

RTP Status:	Phase in widening to six lanes from Sylvan to 185th. To Murray Blvd. by 2010; to 185th by 2020.
Current Status:	Sylvan to Canyon is under construction; Sylvan phase 3 funded in 2000-2003 STIP(proposed); eastbound 217 to Sylvan has complete FEIS and plans, but unfunded; 217 to 185th needs study, EIS, and plans, and is unfunded. Sunset to 185th may be included in whole or part in conjunction with *217 Corridor Study* (see below).

Highway 217

RTP Status:	Add capacity from I-5 to US 26 between 2011 and 2020. Complete I-5/217 Interchange phases 1 and 2 by 2005 and phase 3 by 2010.
Current Status:	Phases 1 and 2 of I-5/217 Interchange are funded in current STIP. Phase 3 designed, but unfunded. Beginning *217 Corridor Study.*

[1] As listed in the *1999 Draft Regional Transportation Plan*

McLoughlin Blvd.

RTP Status: Access management, connect to I-5 with new ramps, build reversible travel lane from Ross Island Bridge to Harold and widen to six lanes to I-205 between 2011 and 2020.

Current Status: MLK/Grand viaduct scheduled for replacement in current STIP (could be widened to six lanes pending discussion with ODOT). Existing McLoughlin plans need to be revised; high capacity transit study proposed to begin 1999.

I-205

RTP Status: Complete a detailed corridor study to focus on freight mobility and inter-regional traffic. I-205/Airport Way interchange; Oregon City Bridge widening and climbing lanes; potential widening from I-5 to West Linn and express lanes from Oregon City to I-84 all between 2011 and 2020.

Current Status: Study proposed for future date.

Sunrise Corridor (I-205 to US 26 at Ashley's Village):

RTP Status: Phase 1/Unit 1, I-205 to Rock Creek, construct new 4-lane highway between and acquire remaining right-of-way between 2000 and 2005. Construct Rock Creek to 242nd (phase 1 Unit 2 and Phase 3) and 242nd to US 26 (phase 3) between 2011 and 2020.

Current Status: EIS and plans complete for phase 1; project development and environmental for subsequent phases pending legislative action on transportation finance.

I-5/99W Connector (Tualatin-Sherwood):

RTP Status: Construct 4-lane tollway with access control in Sherwood area by 2010.

Current Status: Corridor and system-level study complete; tolling authority granted through legislature.[2] Project and environmental studies are pending legislative action on transportation finance.

[2] Tolling authority has been granted by the Oregon legislature for the I-5/99W connector and for one other Portland area project. The latter project could be any of the ones listed in this sheet.

METRO

Traffic Relief Options Task Force
OPTIONS STUDIED AND EVALUATION SUMMARY

July, 1999

Findings: Options evaluated by the TRO Study Task Force

Option E - Partial facility on Highway 26:

- Produces tolling and fare revenues that cover cost of tolling equipment and operations and most of the new capacity.
- Demonstrates the best traveler benefits[i] and good net transportation benefits[ii] to the region.
- Improves mobility and continues access to major regional destinations.
- Reduces diversion of traffic onto local arterials and neighborhood streets.
- Benefits all income groups progressively.
- Offers only neutral benefits for trucks, because a portion of the lane (from Highway 217 to Sylvan) will be built by 2005 and this capacity is reconfigured for a High Occupancy Toll (HOT) lane. However, trucks were not allowed on the priced lanes as modeled, but package vans may be allowed if ultimately implemented, which should increase benefits.
- Based on outreach to date, demonstrates strong public acceptance potential due to the addition of a new travel option in a highly congested corridor. However, pricing will also include lanes that are already under construction, which may become an issue.

Option F - Partial facility on Highway 217:

- Generates revenue in 2005 sufficient to pay for operating and capital costs associated with pricing and a small portion of new capacity associated with project.
- Produces significant traveler benefits even when the costs of additional auto travel are subtracted.
- Demonstrates positive net transportation benefits, even after subtracting the cost of new capacity
- Generates benefits to all income groups and trucks.
- Improves mobility and continues accessibility to regional destinations.
- Based on outreach to date, shows strong potential for public acceptance due to the addition of a new travel option in a congested corridor.

Option G – Partial facility on McLoughlin:

- Is low cost as designed (a lane is added only from Tacoma to Harold Streets)
- Generates revenues in 2005 sufficient to cover cost of pricing equipment and operations and a significant portion of costs of new capacity and transit.
- Includes only a short distance of new lane (most is existing), which results in lower traveler benefits than other partial facilities. The congestion relief on streets near the new capacity is counterbalanced by traffic diversion elsewhere.
- Offers positive benefits for all income groups but only neutral benefits to trucks due to limited new capacity.

- Ranked only neutral on public acceptance, based on outreach to date. While as a partial, it was positively received, the facility is perceived to be less severely congested than other locations.

Options that price existing lanes that are not recommended for implementation

The following options do not have significant benefits and are not recommended.

Option A – Reversible lane on I-5S:

- Has high costs and generates low revenues.
- Generates little traveler benefits because the option takes a lane from the non-peak direction, which has higher volumes than can be accommodated on the remaining lanes.
- Has negative net transportation benefits.
- Affects income groups positively and progressively, but harms trucks due to the diversion of traffic in the non-peak direction.
- Scored neutral on public acceptance, based on outreach to date. While it only prices one lane and creates a new travel option in the peak direction, the priced lane is taken away from the non-peak direction where the public perceives it is needed.

Option B – Whole Facility on I-5 South:

- Based on outreach to date, scores negatively on public acceptance due to pricing of existing lanes of an entire highway.
- Generates strong revenue and overall transportation benefits, however traveler benefits are negative until the reduction in auto ownership costs are included.
- Reduces auto accessibility to several major regional destinations.
- Negatively impacts neighborhoods due to excessive traffic diversion.

Option H – Spot on Highway 43 near Sellwood Bridge:

- Is not recommended because it prices all lanes of an existing roadway, which is not acceptable to the public based on outreach to date.
- Also creates a lot of traffic diversion onto already congested routes, which results in negative traveler benefits.
- Diverts so much traffic to longer, congested routes that it adds vehicle miles traveled (VMT) and auto costs to travelers.
- Reduces accessibility to several regional destinations and negatively impacts income groups and trucks.
- Generates negative transportation benefits.

While the following options may have benefits, they are not recommended due to public acceptance.

Option C – I-5N Corridor:

- Is not recommended at this time due to the strong negative public feedback obtained from our outreach program associated with pricing an existing highway and arterials.
- Causes significant traffic diversion and reduces accessibility to several major regional destinations.
- However, produces significant net revenues, traveler benefits and net transportation benefits to region.
- Also provides benefits to all income groups and trucks.

Option D – I-84 Whole Facility:

- Is not recommended at this time due to the lack of public acceptance of pricing existing highways.
- Causes diversion of traffic onto arterials and local streets.
- However, like Option C, demonstrates very strong revenue potential and the highest overall net transportation benefits of any option.
- Significantly reduces auto travel, while still generating very large traveler benefits even without counting the reduction in auto ownership costs.
- Offers strong benefits for each income group and for trucks.

---

[i] Traveler benefits here and elsewhere in this document incorporates the time saved (or lost) by travel on the priced facility as well as elsewhere in the region, and the change in out-of-pocket costs to travel (tolls, fares and vehicle operating costs) after pricing.

[ii] Net transportation benefits here and elsewhere in this document means the net timesavings (see footnote 1) less the public costs plus the public revenue from the pricing option.

Summary evaluation measures

Criterion / Pricing Options	IMPLEMENTATION	TRAVEL PERFORMANCE		EQUITY		CONSISTENCY WITH POLICIES	SOCIETAL AND MARKET EFFECTS		PUBLIC ACCEPTANCE
	Finance/Net Public Costs	**Net Traveler Benefits**	**Net Transportation Benefits**	**Income Group Impacts**		**Land Use and Transportation**	**Environmental Impacts**	**Diverted Traffic**	
	Total Rev - Public Cost/yr ($million)	Traveler Benefits + Traveler Cost Savings ($million)	With Productive Toll Use (4b) ($million)	Are Income Groups Effected Equally?	Is there a positive benefit to Trucks?		Is there a Reduction in Pollutants?	Overall Effect of Diverted Traffic	Choice, Effective, Equity, Etc.
	Options Eliminated from Consideration								
A I-5 South: Rev HOT, I-405 to 99W	1.8 - 19.8 = (18)	6.5 + (6.4) = 0.1	(17.9)	+ +	-	O	-	-	O
H Highway 43 near Sellwood Bridge	7.4 - 1.1 = 6.3	(5.8) + (9.6) = (15.4)	(9.2)	-	- -	-	-	-	- -
	Options that Price Existing Capacity								
B I-5 South: 1-405 to 1-205	30.5 - 5.6 = 24.8	(6.4) + 14 = 7.5	32.4	+ +	+ +	O	+	- -	- -
C I-5 North: I-405 to Delta Park	24.3 - 4.4 = 19.9	13.6 + 3.4 = 17	36.9	+ +	+ +	O	+	-	- -
D I-84: Grand Ave to 238th Ave	24.8 - 3.8 = 21	10 + 11.9 = 21.9	42.9	+ +	+ +	+	+	-	- -
	Options that Price New Lanes[1]								
E Highway 26: Vista Tunnel to 185th	4.1 - 4.4 = (0.3)	21.1 + (7.4) = 13.7	13.4	+ +	O	O	-	+	+ +
F Highway 217: Highway 26 to I-5	2.2 - 7.2 = (4.9)	15.6 + (8.6) = 7	2.0	+	+	+	-	+	+ +
G SE McLoughlin: Ross Is. Bridge to Hwy 224	2 - 3.9 = (1.9)	7 + (4.6) = 2.4	0.5	+	O	O	-	O	O

Performance Ratings:
+ + positive
+ slightly positive
O neutral
- slightly negative
- - negative

[1] The environmental numbers indicate only relative performance. In general, pricing of roads has positive effects on air quality and energy usage. The options that add new capacity (E, F and G) increased VMT due to more travel, which resulted in very slight increases in pollutants. It is anticipated that these increases would be higher if the same capacity were built without pricing.

Oregon Environmental Council

PUBLIC COMMENTS

Chris Hagerbaumer
Air & Transportation Program Director
Oregon Environmental Council

before JPACT
September 8, 1999

Founded in 1968, the Oregon Environmental Council (OEC) is Oregon's oldest statewide environmental group. We are a nonpartisan organization with over 1,500 members throughout the state. Our mission is to restore and protect Oregon's clean water and air, now and for future generations. We bring Oregonians together to create and promote socially just and economically sound environmental policies.

As an instigator of the Traffic Relief Options Study and as a member of the Technical Advisory Committee to the study, OEC has a keen interest in its outcome. We have long maintained that congestion pricing is the single most effective way to manage demand for road space, thereby limiting the deleterious environmental effects of ever increasing traffic congestion and the additional road capacity built in response to congestion. [Attached are copies of our "Pay as You Drive" Transportation Finance Proposal that discusses congestion pricing in the context of a larger vision for transportation finance.]

The findings of the TRO Study, particularly those outlined in Working Paper 9, confirm our long-held belief and demonstrate that peak period pricing could successfully relieve congestion in an equitable, cost-effective manner. The benefits vary by project, but it is clear that peak period pricing has great potential for the Portland region.

My purpose in addressing you this morning is to urge you to become leaders in making congestion pricing a reality. The TRO Task Force has recommended that you identify at least one specific project for which peak period pricing is appropriate to serve as a pilot within two years. Please move on this recommendation sooner, rather than later. Opportunities may be lost if congestion pricing is placed on the back burner. For example, you may have noted in the description of Option E (a partial facility on Highway 26) that some of the lanes that would be priced under this scenario are already under construction. It would make sense to price them immediately upon completion, not to wait until they are already in use.

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OEC suggests that JPACT tweak some of the language proposed for the RTP before it goes out for public review. Our concern is that the Traffic Relief Options Study Task Force Recommendations of 6/15/99 are rather meek. The RTP should be worded more strongly in support of implementing peak period pricing in the region.

Before recommending specific language changes, I'd like to make three general comments about the Task Force's findings.

First, the Task Force's assignment was to evaluate the potential for congestion relief from peak period pricing, not to study ways to raise funds for additional highway capacity. While revenues derived from peak period pricing are an obvious benefit, the purpose is to relieve congestion, not raise money. OEC takes issue with the fact that the general policy recommendations put the revenue-raising aspect of peak period pricing on parity with the demand management aspect. Although doing so will create support among some constituencies, it will create opposition among others. For example, some transportation reform advocates fear that toll revenues could be siphoned off for unwise road capacity projects.

Second, OEC concedes that we have a ways to go before the public will embrace tolling of existing facilities, but we should make it very clear that pricing of existing roadways could have enormous benefits for the region. Of the options studied, the three with the highest net benefits are ones on existing roadways.

Third, OEC strongly supports the second recommendation (considering peak period pricing when major, new highway capacity is added to the system). In fact, we passed a bill at the 1999 Legislature, which requires ODOT to determine what portion of costs can be recovered through tolls for modernization projects that lend themselves to tolling and use this determination to help rank projects for inclusion in the STIP. In making this determination, ODOT may look at tolls that would vary depending on time of day. (Attached is a copy of enrolled HB 3090.)

Based on the comments above, OEC suggests some specific changes to the policy recommendations (attached).

Finally, it's a shame that the recent brouhaha over tolling the I-5 bridges led the public down the wrong road. We hope that JPACT members understand that congestion pricing is all about fairness – all drivers contributing to congestion pay, not a subset of drivers.

Thank you for your consideration of these suggestions. We look forward to working with you to develop a more efficient and environmentally-sound transportation system.

Suggestions from the Oregon Environmental Council
for Proposed Language on Peak Period Pricing
To Be Included in the Public Review Copy of the Regional Transportation Plan

General Policy Recommendations

~~The region has transportation needs that far exceed available and anticipated revenues, therefore:~~ The region lacks the financial resources to build enough roadway capacity to keep traffic flowing smoothly at all hours of the day. Were such capacity to be built, the region would suffer severe environmental and neighborhood impacts. The region must utilize fair and efficient means to better manage demand for roadspace, therefore:

1. Appropriately applied, peak period pricing ~~can be~~ is an effective ~~appropriate~~ tool to manage congestion. ~~It also could generate revenues to help with needed transportation improvements~~.

2. Peak period pricing should be considered as a feasible option when major, new highway capacity it added to the system.

3. Existing roadways should not be priced at this time, but peak period pricing on existing roadways should be considered as public support grows.

4. ~~As new capacity projects are studied,~~ JPACT should identify at least one specific project ~~for which peak period pricing is appropriate~~ to serve as a pilot ~~within two years~~ with all possible expediency. Attachment A is a list of new capacity projects proposed for inclusion in the Regional Transportation Plan (RTP) for which peak period pricing should be considered. The attached summary evaluation chart includes criteria that should be used to evaluate the viability of peak period pricing in these and other locations ~~where major, new highway capacity is added to the system~~.

5. JPACT should pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.

70th OREGON LEGISLATIVE ASSEMBLY--1999 Regular Session

Enrolled

House Bill 3090

Sponsored by Representatives LEHMAN, KRUMMEL; Representative DEVLIN

CHAPTER .....

AN ACT

Relating to construction of highways.

Be It Enacted by the People of the State of Oregon:

SECTION 1. { + Section 2 of this 1999 Act is added to and made a part of ORS chapter 366. + }

SECTION 2. { + Before proceeding with a modernization project, or a series of modernization projects on a single highway, that might result in a segment of highway to which tolling could reasonably be applied, the Department of Transportation shall determine what portion of the costs of construction and maintenance could be recovered through tolls on users of the project. The toll potential of a modernization project shall be considered among other factors in determining which modernization projects should be included in the Statewide Transportation Improvement Program, with those projects with the greater potential to be self-funded through tolls ranking higher. A determination under this section may be based on assumptions that a single toll would be imposed or on assumptions that tolls would be imposed that vary depending on time of day or any other condition the department deems relevant. + }

SECTION 3. { + The Department of Transportation shall begin a study on the construction of an extension of Interstate 82 south from Umatilla to the California or Nevada border. The department shall make a report to the Seventy-first Legislative Assembly that includes the status and results of the study. + }

Clean Air.
Clean Water.
Clear Thinking.

"PAY AS YOU DRIVE"
TRANSPORTATION FINANCE PROPOSAL

The Oregon Environmental Council
June 1998

TRANSPORTATION FINANCE PRINCIPLES

Oregon's transportation system should be financed primarily through user fees.

Three main costs should be covered by road users:

- *Preservation & Maintenance:* The costs of maintaining and preserving the transportation system should be allocated among road users based on their contribution to wear and tear on the system.

- *Modernization & Expansion:* The costs of modernizing and expanding the transportation system (i.e., adding lanes) should be allocated among road users based on their contribution to demand for new road system capacity.

- *Pollution:* The costs of pollution should be paid by those generating the pollution, with revenues rebated equitably to all Oregonians or used to mitigate pollution's impacts on human health and the environment.

Those who use the roads the most should pay the most to maintain them. However, the gas tax is not a road use fee — it is a fuel use fee. The tax paid per mile varies greatly depending on the fuel efficiency of the vehicle. For example, the average Oregonian drives 12,500 miles per year, but the owner of a typical fuel-efficient vehicle (40 mpg) pays $75 under the current state gas tax; while the driver of a typical fuel-inefficient vehicle (15 mpg) pays $200. Both cause an equal amount of wear and tear but do not contribute equally to road maintenance.

Expansion of the system to accommodate population growth and economic development raises additional equity concerns. Under the current system of taxation, motorists who drive on typically uncongested roads or primarily during off-peak hours are contributing more than their fair share to road expansion and modernization. In contrast, those demanding expansion (e.g., drivers on I-5 near Delta Park at 8 AM) are not contributing enough. Overall, the current method

of financing roads through the gas tax encourages road building well beyond what Oregonians need or are willing to pay for.

In sum, the gas tax is unable to equitably allocate costs for maintenance or expansion, though it does play an important role in promoting fuel efficiency. Road user fees, in contrast, can be structured to charge motorists for the actual costs they impose on the system. For example, the weight-mile tax on trucks ensures that heavy vehicles pay their fair share based on the far greater damage they do to roads.

These ideas are not foreign to Oregon. The Oregon Transportation Plan of 1992 compels a switch to user fees, stating: "It is the policy of the State of Oregon to modernize and extend the user pays concept to reflect the full costs and benefits of uses of the transportation system and to reinforce the relationship between the user fees and uses of the related revenues." Unfortunately, this policy has not been implemented.

Fees should be based on marginal, not average, costs.

People accept the fact that a phone call is more expensive during business hours than weekend or evening hours. This price structure encourages people to make less essential calls at off-peak times so that the phone system does not overload during peak periods. Phone companies can avoid building expensive excess capacity that would be used only a few hours each day, but they have an incentive to add capacity when customers are willing to pay the incremental cost of that new capacity.

The core problem facing our road system is that it lacks this kind of peak-period pricing. Although many people recognize that we can't build our way out of congestion, our current transportation finance system encourages wasteful building. Because we charge drivers a flat rate, which promotes overuse of the system during peak periods, we are constantly racing to build more peak capacity.

We must implement fees that reflect the cost of each additional vehicle entering a congested road facility. Roads should be expanded only when the cost of congestion exceeds the cost of facility expansion.

Transportation funds should be available for any transportation purpose in a given area, with projects selected using "least cost planning" criteria.

The electric utility industry learned that building new capacity is not always the most efficient way to meet increasing demand. It is often cheaper to make existing plants more efficient or help customers conserve energy. Transportation is no different. Programs to shift demand off-peak or encourage walking, cycling, and transit use can be far more cost-effective than new pavement. As one example, the widening of I-5 through Salem cost about $200 million, twice as much as it would cost to reduce the train trip between Eugene and Portland to under two hours and operate two or more round trip trains each day for ten years. ODOT's budget request for passenger rail over the current biennium was just $5.6 million — *less than the cost of one mile of highway* — but the 1997 Legislature appropriated only $4 million.

Funds for new capacity must be flexible enough to be used for whatever type of project makes the most sense for the region or the corridor in question, and these decisions should be made at the regional level.

Again, this principle is not new to Oregon. The Oregon Transportation Plan states: "It is the policy of the State of Oregon to change the structure of the transportation finance system to provide more flexibility in funding, investment and program options." Unfortunately, the state gas tax, our primary source of transportation funding, is constitutionally restricted to roads.

LONG TERM PROPOSAL

A transportation finance system based on these principles will look very different than today's system, which is based on 1940s technology. It will be as different as the Internet and the World Wide Web are different than typewriters. Implementing specific user fees will call for the introduction of electronic "transponder" boxes. These boxes, the size of a pack of cigarettes, currently cost $50-$150 but would be much cheaper in bulk. The most sophisticated systems use global positioning satellite technology to track location within a few feet, like the tracking boxes carried by people climbing Mt. Hood. Others would serve as tamper-proof electronic odometers capable of exchanging data with roadside computers. Transponder technology will allow the following fees to be collected with little evasion:

Base Fees.

- *Mileage-based fee on automobiles:* A vehicle miles traveled (VMT) fee properly accounts for the wear and tear caused by lightweight vehicles. An additional tax should be assessed on studded tires that cause additional damage. Revenues raised should be used to preserve and maintain the existing system.

- *Weight-mile tax on trucks:* Oregon's weight-mile tax (based on weight per axle, not total vehicle weight) properly accounts for the exponentially greater wear and tear caused by heavy vehicles. Revenues raised should be used to preserve and maintain the existing system.

- *Reduced fuel taxes:* The gas tax is a less than accurate mechanism for funding roads; but it is not a bad tax for other purposes. It does encourage fuel efficiency, for example, reducing our dependence on foreign oil supplies and reducing carbon dioxide emissions that contribute to climate change. These values alone justify a tax of 10-20 cents per gallon, with some equivalent diesel fuel tax. However, we propose rebating most of the gas tax on a per capita basis to Oregon residents and repealing the constitutional restriction limiting gas taxes to road projects.

Area-Specific Fees.

- *Peak period tolling on congested facilities:* The purpose of peak period pricing is to manage the flow of traffic more efficiently and effectively. Unlike traditional tolls, peak period

pricing is variable — drivers are charged less or nothing during off-peak hours and more during peak hours. This spreads the demand for road space and reduces the need for capacity expansion, saving the state millions of dollars. Peak period pricing is the only efficient way to pay for modernization and expansion of the system. Roads should be expanded only when drivers have demonstrated that they are willing to pay the incremental cost. Capacity expansion should be planned using integrated planning principles that encourage multimodal transportation options.

- *"Smog fees" in areas with poor air quality:* A "smog fee" based on vehicles' emission characteristics would properly account for the damage caused by vehicle-related air pollution. Revenues could be used for programs to improve air quality, transit projects, Oregon Health Plan coverage of pollution-related diseases like asthma, or be rebated to residents within the smog fee region on a per capita basis to compensate for environmental harm from vehicle pollution.

Founded in 1968, the Oregon Environmental Council is Oregon's oldest statewide environmental group. Our mission is to restore and protect Oregon's clean water and air, now and for future generations. We bring Oregonians together to create and promote socially just and economically sound environmental policies.

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U.S. Department
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**Federal Highway
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AUG 20 1999

Refer to: HPTS

Mr. Andy Cotugno
Transportation Director
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Mr. Cotugno:

We wish to express our appreciation for the outstanding work carried out by the staff of Portland Metro, Oregon Department of Transportation, and the Traffic Relief Options Task Force and its study committees in producing a well-rounded analysis of value pricing concepts that has led to the policy recommendations now being forwarded to Metro's Joint Policy Advisory Committee on Transportation (JPACT). The Task Force study has throughly defined and analyzed a broad range of value pricing options ranging from areawide pricing to single facility tolls and lane pricing, all focused on providing improved mobility alternatives in the Portland Metropolitan Area. By making equity concerns a key element of the study and incorporating extensive public participation into the study process, the Task Force has developed workable recommendations which consider the costs and benefits of the various pricing options, as well as a wide range of impact issues. The Metro Study has also greatly advanced modeling approaches for value pricing which will be useful to other regions and States.

We believe the final report on this project, incorporating the findings and analysis recently agreed to in correspondence with the Federal Highway Administration's (FHWA) Oregon Division Office, will provide a solid foundation for moving ahead to address Portland's present and anticipated future traffic congestion problems. This report, together with the Task Force recommendations, including consideration of peak-period pricing when major new highway capacity additions are made, will greatly enhance Oregon's prospects for participating successfully as a partner in the FHWA's Value Pricing Pilot Program, should the decision be

made to move ahead to implementation of a pilot project. The planned communication of study findings through accessible summaries and other outreach tools also enhances the prospects for an effective and feasible pilot project.

We look forward to the continued consideration of value pricing in the Portland Metro Region in the near future.

Sincerely yours,

John T. Berg
Team Leader,
FHWA Value Pricing Team

Fred P. Patron
Senior Transportation Planner
FHWA Oregon Division

IDENTICAL LETTER SENT TO:

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