

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$53.75) RESOLUTION NO. 03-3335
MILLION OF TRANSPORTATION PRIORITIES)
FUNDING FOR THE YEARS 2006 AND 2007,) Introduced by Councilor Rod Park
PENDING AIR QUALITY CONFORMITY
DETERMINATION.

WHEREAS, Approximately \$53.75 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs, and

WHEREAS, The Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Transportation Priorities process, and

WHEREAS, The Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No. 02-3206 and further refined at the Metro Council Informal of May 6, 2003, and the JPACT meeting of May 15, 2003, and

WHEREAS, Metro received approximately \$130 million in project and program applications, and

WHEREAS, Those applications have been evaluated by technical criteria within one of twelve modal categories, by a summary of qualitative factors and by a summary of public comments, and

WHEREAS, An extensive public process has provided an opportunity for comments on the merit and potential impacts of the project and program applications between April 10 and May 16, 2003 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding, and

WHEREAS, Metro staff and TPAC have provided recommendations to JPACT and the Metro Council on a list of projects and programs to allocate funding in response to the policy direction provided, considering the technical evaluation, qualitative factors, and public comments provided as shown in Exhibit A, and


WHEREAS, JPACT has acted on the recommendations of Metro staff and TPAC and recommended funding for a list of projects and programs identified in Attachment I of Exhibit A, and

WHEREAS, The recommended list of projects and programs, along with all of the projects and programs expected to receive federal funding in the 2004 through 2007 fiscal years will be analyzed for conformity with the State Implementation Plan for air quality and adopted within the Metropolitan Transportation Implementation Plan (MTIP); now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2004-07 process as shown in Exhibit A.


BE IT FURTHER RESOLVED that consistent with the JPACT recommendation, the Metro Council identifies the Sunnyside Road modernization project from 142nd to 172nd as the regional priority for new transportation revenues currently being considered by the Oregon Legislature with the condition that a comprehensive transportation and land use strategy be adopted in this corridor as described in Attachment H of Exhibit A.

ADOPTED by the Metro Council this 19th day of June 2003

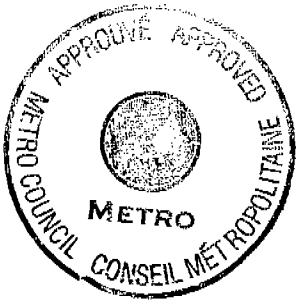


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



M E M O R A N D U M

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DATE: June 12, 2003
TO: Metro Council and Interested Parties
FROM: Andy Cotugno
SUBJECT: Transportation Priorities 2004-07 – JPACT Action

* * * * *

Introduction

Following is a description of the process leading to the JPACT action on the projects and programs to be provided funding through the Transportation Priorities 2004-07 program.

Attached are the following updated Transportation Priorities 2004-07 documents:

- A summary of policy direction from Metro Council and JPACT to narrow the First Cut List to a 100% Cut List (Attachment A).
- A summary of the overall technical evaluation and qualitative factors (Attachment B)
- A summary of the 2040 land use component of the technical quantitative scores, qualitative factors and public comments relative to the relationship of a project or program to development of mixed-use or industrial lands (Attachment C).
- The executive summary of the public comment report (Attachment D). The complete public comment report may be down loaded from the Metro website (www.metro-region.org), or will be mailed on request (call Sherrie Blackledge at 503-797-1724) and will be available at the JPACT meeting.
- A summary of the Metro Council public hearing on June 5, 2003 (Attachment E).

- A Metro staff recommended 100% Cut List of projects and programs provided for review and public comment at the June 5, 2003 Metro Council public hearing and June 12, 2003 JPACT meeting (Attachment F).
- A TPAC recommendation of projects and programs provided for review and public comment at the June 5, 2003 Metro Council public hearing and June 12, 2003 JPACT meeting (Attachment G). An explanation of the TPAC recommendation is also provided in this memo.
- A draft recommendation outlining the conditions to be met to allow obligation of Transportation Priorities funds for each project or program recommended for funding (Attachment H).
- A JPACT recommendation of projects and programs from their June 12, 2003 meeting (Attachment I). A description of the JPACT recommendation is also provided in this memo.

Explanation of 100% Cut List Policy Direction

The Metro staff recommended 100% Cut List attempts to implement the narrowing policy direction as given by JPACT and the Metro Council. This includes the following elements:

1. Previous funding commitments made by JPACT and the Metro Council. These include:

- The existing South/North transit corridor contribution of \$6 million per year; the 2006-07 biennium completes this commitment with contributions to the Interstate Avenue MAX project and continues matching funds for the South Corridor program.
- An additional \$2 million a year commitment in 2006-07 to the South Corridor, Washington County commuter rail and North Macadam development projects (Metro Resolution #03-3290, which extends the total \$8 million dollar a year commitment beginning in 2006 to the year 2015).
- Funding of \$1.956 million for the Boeckman Road project in Wilsonville as part of an agreement (Metro resolution #02-3151) linked to the Oregon Transportation Investment Act (OTIA).

2. Continuation of funding Metro Planning. These funds have traditionally been used to fund federally required regional planning functions. The staff recommended list continues this historical allocation, adjusted for inflation, to this function. Previous allocations from these funds also funded the first phase of the Powell-Foster corridor study. The final phase of this corridor study is also recommended for funding.

3. *Regional policy direction.* Projects, and balance among the project categories, that best met the stated policy direction of the Transportation Priorities 2004-07 program, were included in the JPACT first cut list. The primary program policy goals are to invest in Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include funding projects and programs without dedicated sources of revenue, completing gaps in modal systems, and developing a multi-modal transportation system.

Additional policy direction was provided by the Metro Council (May 6, 2003) and JPACT (May 15, 2003) on how to narrow the First Cut List to the 100% Cut List. In addition to honoring prior commitments and continuation of funding the Metro planning functions, direction was provided to invest in projects and programs located in all types of 2040 mixed-use and industrial lands and the final cut list should emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas. Further, all projects and programs should be screened on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments).

4. *Funding projects throughout the region.* Equity in project application amounts were established by limiting the amount that could be requested from four sub-regions (Clackamas County, East Multnomah County, Portland and Washington County) to two times the MTIP funding available proportionate to their populations. While no analysis was completed on distributing the final cut list of projects to particular geographic areas, selection of projects included an attempt to fund projects throughout the region, balanced against the other selection factors.

Explanation of Metro Staff Project/Program Recommendations

Following are summaries of the projects and programs proposed for consideration of the 100% Cut List by project staff within each mode category.

Bike/Trail

- The top four technically ranked projects were nominated for inclusion in the 100% cut list. These were also the top four scoring projects in the 2040 land use technical score; although the fourth project (Beaverton Powerline Trail) was tied with another project (Rock Creek Trail) on the technical land use score.
- The top ranked project, the Willamette Greenway trail, would not receive direct award of funds, but could be funded from the overall commitment of \$10 million of Transportation Priorities funding through Metro Resolution 03-2390.

Boulevard

- Four of the top five technically ranked projects were nominated for further consideration.
- The project in the top five technical ranking not nominated for further consideration, Stark Street Phase II, was the lowest ranking project in the 2040 land use technical score and has already received funding for its first phase.
- While the *Rose Biggi: LRT to Crescent* project was nominated for funding as a boulevard project, the right-of-way portion of the project application was not included in the nomination. Additional funds for improvements were included to allow for the additional costs of on-street parking and wider sidewalks that would be conditioned to the allocation of funds for a boulevard project.
- The top ranked project, the *North Macadam TOD*, would not receive direct award of funds, but could be funded from the overall commitment of \$10 million of Transportation Priorities funding through Metro Resolution 03-2390.
- The *102nd Avenue (Gateway)* project was reduced to \$1 million to finish preliminary engineering and provide a regional contribution toward a possible federal earmark appropriation toward this project. Due to the large scope of this project, attempting to fund all of the capital expense through Transportation Priorities program was not deemed feasible.

Bridge

- The *Broadway Bridge Span 7* painting project was not nominated for inclusion on the 100% cut list. While the bridge scored well on the 2040 land use technical criteria due to its location in the central city, it was difficult to establish a relationship between the painting of one bridge span and the development of the surrounding mixed-use areas, relative to other potential projects and the amount of funding involved (\$2.5 million). Additionally, the narrowing policy placed an emphasis on non-road or bridge projects to serve mixed-use areas. Furthermore, the bridge project has been awarded funding from federal (HBR) and state (OTIA) sources and will continue to be eligible for future awards from those sources.

Green Streets

- The top two technically ranked green street demonstration projects were nominated for the 100% cut list. The *Yamhill Street* project is located in the Rockwood town center and the *Cully Boulevard* project (PE only) is located along a main street.
- The *Beaver Creek Culverts* projects were nominated for consideration at a reduced level of \$1 million (from the \$1.47 million application). While staff felt it was

important to provide a tangible commitment to follow up on the culvert inventory and endangered species work at Metro, the reduction in scope reflects the emphasis on development of mixed-use and industrial areas. Staff will discuss with Multnomah County how the reduction in scope could be achieved given the large matching funds this project would leverage.

Freight

The following freight projects were nominated for inclusion on the final cut list:

- Preliminary engineering for the *MLK; Columbia to Lombard* project, a route to improve the connection between Columbia Boulevard in North Portland to Lombard Avenue in Northeast Portland. This route, the designated freight route connecting Highway 30 and I-205 and serving the industrial lands of northwest, north and northeast Portland, is nominated for funding. This project would not only improve truck access to and movement through the area but would alleviate truck traffic from the center of the St. John's town center and Lombard main street in North Portland. The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.
- The *I-5/99W Connector study* is nominated for the 100% cut list as a means of serving the large industrial area in south Washington County and the potential UGB expansion area for industrial lands in that same vicinity. This study would complement an arterial roads study by Washington County and a potential study to examine an alternative route for the connector as identified (but not adopted) in the Regional Transportation Plan.
- Preliminary engineering for a priority freight facility as identified through the related south Washington County industrial area transportation studies (see above bullet) at \$2 million is nominated for the 100% cut list. This is a modification of the application for \$2.818 million for preliminary engineering for widening of *Tualatin-Sherwood Road* by Washington County. While the widening of Tualatin-Sherwood Road would remain eligible for these funds, staff recommends making these funds available to the priority freight facility as identified through the coordinated transportation planning efforts within the south Washington County area.
- *Regional Freight Data Collection Study*. This project will conduct an origin and destination study and update the travel forecasting model to improve the ability to analyze the need and relative importance of transportation projects to serve industrial lands and improve freight movement in the region.
- *St. John's pedestrian improvements*. This project was submitted within the pedestrian category but is a combination of pedestrian safety and truck movement improvements identified in the St. John's Truck Strategy report. When asked to reduce the scope of

the application for the first cut list from \$1.934 million to \$967,000, the City of Portland identified elements of the application primarily associated with pedestrian safety. In recognition of the policy direction to support economic development of our industrial lands, and the comprehensive nature of the improvements associated with St. John's truck strategy report, staff recommends inclusion of both the freight and pedestrian elements of this application.

Planning

- The Metro MPO required planning and Phase II of the Powell-Foster corridor plan were nominated for the 100% cut list per the policy direction provided to staff.
- The Next Priority Corridor Plan, currently identified as one of three potential corridors; I-5 South/Barber, Tualatin Valley Highway or I-205, was nominated for inclusion in the 100% cut list. The need to identify specific facility, service and program needs within the next priority of the 19 corridors identified in the Regional Transportation Plan as needing more specific corridor analysis is critical to adequately serving the planned mixed-use and industrial lands within these corridors.

Pedestrian

- The top two technically ranked projects, Forest Grove town center and Central Eastside bridge heads were nominated for inclusion in the 100% cut list – both are located in mixed-use centers and support development and multi-modal access in those centers.
- The Hillsboro regional center improvement project was allocated funding in Transportation Enhancement process administered by the Oregon Department of Transportation and therefore is not included on the 100% cut list.
- The *St. John's Pedestrian Improvement* project is also recommended for inclusion in the final cut list. It has the fifth highest 2040 land use technical points and is linked to a comprehensive strategy for improving freight movement and pedestrian safety in the St. Johns town center area.

Road Modernization

- Per the policy direction received by staff, the prior commitment to the *Boeckman Road* project was nominated for the 100% cut list.
- The highest 2040 land use technical score project, *10th Avenue; E Main to Baseline* project was also nominated to the 100% cut list. This project is located completely within the Hillsboro regional center, has previously received PE funding from the Transportation Priorities program, has multi-modal benefits including the reduction of

auto conflicts with light rail operations and improves auto access to and through one of only two regional centers without freeway access.

- The top ranked project, the *SW Macadam; Bancroft to Gibbs*, would not receive direct award of funds, but could be funded from the overall commitment of \$10 million of Transportation Priorities funding through Metro Resolution 03-2390.

Road Reconstruction

- The top ranked project, *Division; 6th to 39th*, was nominated for inclusion on the 100% cut list. This project also had the highest 2040 land use technical score, is a designated main street and is coordinated with a planning effort to implement a main street in this corridor by reviewing plan and zoning designations and development code regulations.

Regional Travel Options

- The Transportation Demand Management Core Program, Transportation Management Association assistance program and 2040 Initiatives program portions of the *Regional Travel Options* program was nominated for inclusion on the 100% cut list at \$2.856 million. This maintains historical levels of allocations to these programs, demonstrated to provide successful alternatives to single occupant vehicle trips but does not restore the cut previously adopted in fiscal years 2004-05.
- The *I-5 Corridor TDM Plan* was nominated at half of the requested amount reflecting the region's desire for the project applicant, the Oregon Department of Transportation and/or the Washington state Department of Transportation, to provide half of the funding for a plan that would significantly benefit one of their primary facilities. This program is viewed as a pilot project to demonstrate how a transportation demand management plan should be developed and incorporated as a part of all subsequent corridor plans.
- The *Interstate Avenue Travel Smart* program is also nominated to the 100% cut list. This is an innovative demand management tool that will be conducted in coordination with the opening of the Interstate MAX project. Area residents are surveyed to determine interest in alternative travel options and one-on-one education is provided to survey respondents indicating an interest in alternatives. An 8% reduction in drive alone trips was achieved in the first Travel Smart pilot study in southwest Portland in 2001-02.

Transit Oriented Development (TOD)

- *The Metro TOD program* is nominated for inclusion on the 100% cut list at \$1.5 million per year, an increase from the base program of \$.5 million per year. This reflects the policy direction of investing in the development of mixed-use centers but

does not restore the cut previously adopted in fiscal years 2004-05. In addition, it allows the program to be extended to the Interstate MAX, Wilsonville-to-Beaverton commuter rail and I-205 MAX project station areas.

- *The Urban Centers program* is nominated for inclusion on the 100% cut list. This reflects the policy direction to invest in mixed-use areas across the entire region. This program would expand the successful TOD program outside of light rail station areas to other mixed-use areas served by frequent bus operations consistent with Metro's new Centers Program.

Transit

- Per policy direction, the previous commitments to *South Corridor, Washington County Commuter Rail* and *North Macadam* development (Metro Resolution 03-3290) were nominated for inclusion on the 100% cut list. This provides the fiscal years 06/07 funding toward the commitment of funds through 2015 to these projects.
- The *Frequent Bus Corridors* proposal that would fund stop, signal priority, pedestrian crossings and transit tracker improvements on frequent bus routes located within 1 mile of a mixed-use or industrial area was recommended for inclusion on the 100% cut list at \$2.25 million. This reduces the scope from the first cut list by approximately one-half. Tri-Met will be asked to prioritize these proposed improvements by high ridership locations for stop improvements, highest delay costs for signal priority improvements, through coordination with local planning and street improvement efforts and by maintaining investments across all portions of the region.
- The *Gresham Civic Station TOD* project was recommended for inclusion on the 100% cut list. This project would result in a direct investment to leverage higher density development and pedestrian amenities at a new light rail station in the Gresham regional center.
- The *North Macadam Transit Access* and *North Macadam Infrastructure* projects will not receive direct allocations but would be eligible for funds provided through the allocation to North Macadam development (Metro Resolution 03-3290).

Explanation of TPAC Project/Program Recommendations

Following is a summary of the changes to the Metro staff 100% Cut List recommendation by the Transportation Policy Alternatives Committee (TPAC) at their June 3rd, 2003 meeting.

1. Recommended Action

TPAC first decided that their recommendation to JPACT and the Metro Council would take the form of 100% cut list similar to the Metro staff recommendation but with any

amendments as adopted by the committee. Amendments would be accompanied by an explanation of the changes relative to the narrowing policy direction provided by JPACT.

2. Changes from Metro Staff Recommended 100% Cut List

TPAC recommended the Metro staff 100% cut list with the following amendments (shown in bold in Attachment G).

A. Substitute funding of preliminary engineering of the Murray Boulevard extension: Scholls Ferry to Barrows (wrm8) at \$986,000 for the Rose Biggi Boulevard project (wrm9) at \$1 million.

City of Beaverton staff introduced this amendment, conveying that without funding for right-of-way acquisition funds for the Rose Biggi project, the ability to negotiate right-of-way acquisition for the project from the property owner was greatly reduced and perhaps not ripe for the project moving forward in the proposed time frame. Furthermore, the Murray extension project may lose the ability to attract private financing from a related Scholls Town Center development proposal if the project does not move forward in the current time frame of this funding cycle. This substitute project meets the policy direction of JPACT by providing significant access support to the Scholls town center and is linked to a large residential development that makes substantial progress in implementing a mixed-use town center consistent with 2040 goals and policies.

This amendment **PASSED** 10-yes, 5-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	Yes
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	No
John Lynch	Citizen	Yes
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	No
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	No*
John McConnaughey	WDOT	Abstain

* Discrepancy in vote count – member stated after meeting that he voted Yes. Does not affect outcome of vote.

B. Substitute funding of an additional \$1.5 million to the Frequent Bus program by reducing the Transportation Oriented Development (rtod1) program funding by \$1 million and the Regional Transportation Options (rtodm1) Core Program by \$.5 million.

TriMet staff introduced this amendment, stating that additional resources were needed to maintain progress on the on-street capital improvements to support frequent bus service that is being expanded across the region. He further stated that the current RTO core program, according to TriMet calculations, was operating under existing allocation amounts by approximately \$700,000, which could be used to supplement out year needs.

This amendment **PASSED** 9-yes, 6-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	No
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	No
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	No
John McConnaughey	WDOT	Abstain

C. Substitute direct funding of the Willamette Shore right-of-way Trail at \$1.256 million (pb2), the Union Station Multi-modal Facility Development Plan at \$300,000 (ppln1), and additional allocation of \$378,000 to the 102nd Avenue Boulevard project (pblvd1) for the St. Johns Town Center Pedestrian project (pped2) at \$1.934 million.

City of Portland staff introduced this amendment, stating that while it is difficult to select among project needs with many good projects, they did not feel the St. Johns community has coalesced around a package of improvements that should be provided in their community. The town center planning effort is still underway and due for completion this fall. The Willamette Greenway trail project, is the top ranked trail project in the overall technical score and the 2040 land use technical score. The city staff felt that this project should be funded directly from this allocation of Transportation Priorities funding, separate from the \$10 million commitment for funding provided to the North Macadam development area through Metro resolution 03-3290. City staff also stressed the

importance of planning for improvements to enhance access between Union Station and the future light rail station south of Union Station and for funding the 102nd Avenue Boulevard project.

This amendment **PASSED** 11-yes, 4-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	No
Nancy Kraushaar	Cities of Clackamas County	Yes
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	Yes
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	Yes
Dave Nordberg	ODEQ	Yes
John McConnaughey	WDOT	Abstain

D. Vote on overall TPAC recommended 100% Cut List.

TPAC voted on the overall 100% Cut List recommendation.

This vote **PASSED** 12-yes, 4-no, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	No
Karen Schilling	Multnomah County	No
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	Yes
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes
Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	Yes
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	Yes
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	Yes

Dave Nordberg	ODEQ	Yes
John McConnaughey	WDOT	Yes

3. Other TPAC Considerations

TPAC also considered but did not adopt the following proposed amendments.

A. Substitute the 223rd Railroad under crossing project (mrm1) at \$3 million, Sunnyside Road: 142nd to 152nd project (crm2) at \$2.36 million, Murray Blvd: Science Park to Cornell (wrm7) preliminary engineering at \$540,000 and Willamette Greenway Trail project (pb2) at \$934,000 by reducing the allocation to the Trolley Trail project (cb1) by \$200,000 and the RTO (rtod1) and TOD (rtod1) programs by \$1 million each and eliminating the St. Johns pedestrian project (pped2) at \$1.934 million, the Powell/Foster Corridor Plan phase II (rplan3) at \$200,000, the Next Priority Corridor plan (rpln4) at \$500,000, the TOD Urban Centers program (rtod2) at \$1 million and the Beaver Creek Culverts project (mgs3) at \$1 million.

This amendment was introduced by Clackamas County staff in support of the three road modernization projects listed above. The Sunnyside Road project was described as necessary to serve the growth that is expected to occur with the two expansions of the urban growth boundary that occurred in the Rock Creek and Damascus areas, to support the Sunnyside neo-traditional development, and as the only arterial linking the Clackamas Regional Center to areas east. Further, the segmenting of the project from the original OTIA application hurt the projects ability to score well in the 2040 land use technical analysis.

The 223rd railroad under crossing project received the second highest 2040 land use technical score within the road modernization category and supports potential industrial development on several large parcels north of the project as well as the Fairview town center south of the project. It also has received prior allocations of funding for PE and right-of-way.

The Murray Boulevard: Science Park to Cornell project would provide additional access to the Cedar Mill town center and is linked to provision of a boulevard improvement on Cornell Road in that town center.

This proposed amendment **FAILED** 7-yes, 8-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	Yes
Karen Schilling	Multnomah County	Yes
Clark Berry	Washington County	Yes
Nancy Kraushaar	Cities of Clackamas County	No
Ron Papsdorf	Cities of East Multnomah County	Yes
Randy Wooley	Cities of Washington County	Yes

Laurel Wentworth	City of Portland	Yes
Frank Angelo	Citizen	Yes
Scott Bricker	Citizen	No
John Lynch	Citizen	No
Victoria Brown	Citizen	No
Chris Smith	Citizen	No
Phil Selinger	TriMet	No
Robin McArthur	ODOT	No
Dave Nordberg	ODEQ	No
John McConnaughey	WDOT	Abstain

B. Substitute Willamette Greenway trail (pb1) at \$934,000 and Frequent Bus (rtr2) at \$1 million for the St. Johns pedestrian project (pped2).

This amendment was proposed by a citizen member as a potential substitute amendment to the amendment described above in 2C.

This amendment **FAILED** 5-yes, 10-no, 1-abstention, with the following vote:

<u>TPAC Member</u>	<u>Agency</u>	<u>Vote</u>
John Rist	Clackamas County	No
Karen Schilling	Multnomah County	No
Clark Berry	Washington County	No
Nancy Kraushaar	Cities of Clackamas County	No
Ron Papsdorf	Cities of East Multnomah County	No
Randy Wooley	Cities of Washington County	No
Laurel Wentworth	City of Portland	No
Frank Angelo	Citizen	No
Scott Bricker	Citizen	Yes
John Lynch	Citizen	No
Victoria Brown	Citizen	Yes
Chris Smith	Citizen	Yes
Phil Selinger	TriMet	Yes
Robin McArthur	ODOT	No
Dave Nordberg	ODEQ	Yes
John McConnaughey	WDOT	Abstain

Explanation of JPACT Project/Program Recommendations

Following is a summary of the JPACT action at their June 12th, 2003 meeting.

1. Recommended Action

JPACT first decided by a unanimous decision that their action for Metro Council consideration would begin from the Metro staff recommendation but with any amendments as adopted by the committee.

2. Changes from Metro Staff Recommended 100% Cut List

A. Substitute funding of preliminary engineering of the Murray Boulevard extension: Scholls Ferry to Barrows (wrm8) at \$986,000 for the Rose Biggi Boulevard project (wrm9) at \$1 million.

This amendment was moved by Mayor Rob Drake, seconded by Councilor Rod Monroe and passed unanimously.

B. Substitute funding of the Beaver Creek culverts project (mgs3) at \$1 million for the 223rd Railroad under crossing (mrm1) project.

After an announcement by Kay Van Sickle of the Oregon Department of Transportation that \$2 million in state safety funds would be made available to the 223rd Avenue railroad under crossing project, Commissioner Rojo moved and Councilor Haverkamp seconded a motion to substitute funding of the Beaver Creek culverts project for the 223rd Avenue railroad under crossing project. The motion passed unanimously.

C. Amend the "Conditions of Program Approval" (Attachment H) language for the preliminary engineering funds for South Washington County priority freight project (wfl).

Commissioner Brian moved and Mayor Drake seconded a motion to amend the language describing the conditions on \$2 million for preliminary engineering on an arterial improvement to serve industrial development in South Washington County to clarify that the allocation would become available upon completion of Washington County's South Arterial Improvement Concept Feasibility Study.

D. Substitute funding from the Regional Travel Options program (tdm1) to the Frequent Bus capital improvements program (rtr2), with conditions.

Mr. Hansen moved and Councilor Burkholder seconded a motion to move \$500,000 from the Regional Travel Options program to a reserve for Frequent Bus capital improvements pending completion of the Regional Travel Options strategic vision report. The report will recommend how the program would allocate resources between the program elements and define what services would be provided within this reduced budget for fiscal years 2004-07. After JPACT and Metro Council review and approval of the report and a determination that resources were sufficient, JPACT and the Metro Council will agree on the allocation of the reserve account to Frequent Bus capital improvements.

The motion passed unanimously.

E. Substitute funding from five Portland area projects in the amount of \$750,000 to the Sunnyside Road: 142nd to 152nd modernization project (crm2).

Commissioner Francesconi moved to provide funding in the amount of \$750,000 from five separate projects located in the Portland area to help provide funding for the Sunnyside Road modernization project. Commissioner Kennemer thanked Commissioner Francesconi but noted that the needs for the Sunnyside Road project were much greater than those available and that perhaps there were other methods to fulfill Clackamas County's needs. The motion failed for lack of a second.

F. Identify the full Sunnyside Road modernization project, from 142nd to 172nd as the regional priority for new transportation revenues currently under consideration at the state legislature (OTIA III).

Councilor Burkholder moved and Commissioner Francesconi seconded a motion to identify Sunnyside Road from 142nd to 172nd as the regional priority for new transportation revenues currently under consideration at the state legislature, commonly referred to as OTIA III. This prioritization recognizes the need of the region to support the construction of transportation infrastructure in areas being brought into the urban growth boundary (the Rock Creek and Pleasant Valley area expansions of 1998 and the recent decision to urbanize the Damascus area).

The motion passed unanimously.

Next Steps

Following final approval by the Metro Council, the final project list must undergo an air quality analysis to determine whether it meets federal air quality regulations prior to final approval, currently scheduled for September 2003.

**Transportation Priorities 2004-07
Final 100% Cut List Development
Narrowing Policy Direction from JPACT and Metro Council**

The following policy direction was received to narrow the Transportation Priorities First Cut List to a 100% Cut List that reflected expected revenues. The Metro Council discussed this policy at their Council Informal on May 6, 2003. Metro Council members of JPACT summarized the Council discussion and presided over a special Joint Policy Advisory Committee on Transportation (JPACT) meeting on May 15, 2003. The following direction was approved by JPACT at the special meeting.

1. Honor Prior Commitments
2. Metro Planning Funded
3. Land Use and Economic Development Direction:
 - Invest in all types of 2040 mixed-use and industrial lands
 - Emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas
 - Screen all projects and programs on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments)

**Transportation Priorities 2004-07
Land Use Evaluation
Projects On First Cut List**

**Draft Summary of Public Comments and Qualitative Factors
Related to Mixed-use and Industrial Development**

Mode / Agency	Code	Project Title	Federal Funds Requested	2040 Technical Score * (40 possible)	
Bike/Trail Projects					
Portland	PB2	Willamette Greenway: River Forum to River Parkway	\$1,256	37	Greenway width of 100' gives space to integrate high-density urban development with the ecological function of a riparian buffer. Subdivision on one major site has condition of approval that includes the wide greenway donation within 3 years. Multi-modal potential of connection at SW Gibbs to proposed aerial tram to OHSU.
N Clack. Parks Dist.	CB1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0,844	37	Trolley Trail is a central component of Milwaukie's Downtown Waterfront Master Plan and will eventually link to the Gladstone town center and Oregon City regional center.
Tualatin Hills Parks & Rec. District	WB1	Beaverton Powerline Trail: LRT Crossing to Schuepback Park	\$0,431	27	Direct link to Merlo Road light rail station community and Tualatin Hills Nature Park.
Tigard	WB3	Washington Square Greenway: Hwy. 217 to Hall Blvd.	\$0,386	33	A key concept of Washington Square Regional Center Plan is need for parks and open spaces to soften density that is proposed; vision of livable community with balance between urban and nature.
Hillsboro	WB2	Rockcreek Trail: Amberwood to Cornelius Pass Road	\$0,216	27	
Boulevard Projects					
City of Portland	ptod1	North Macadam TOD: SW Bond and Moody avenues	\$0,500	40	Linked to Macadam district redevelopment and complements SDC monies, private investment and TIF that will be used to finance the North Macadam TOD project. Also complements Portland street car extension and other North Macadam transportation improvements.
City of Portland	pbl1	102nd Avenue: Weidler to Burnside	\$3,350	38	Linked to Gateway Transit Center redevelopment at NE Pacific and 102nd Ave. and complements \$1.5M SDC monies, urban renewal district funds and MTIP grant for PE and design in 2003-04.
City of Gresham	mb1	Stark Street Phase 2: 190th to 192nd	\$1,000	28	Linked to Phase 1 Stark Street (181st to 190th) to complete boulevard design in Rockwood TC, complements TEA-21 funds, prior MTIP funds, local TIF monies and prior ped-to-MAX improvements. Part of on-going effort to revitalize Rockwood neighborhood. Weed and Seed program and Rockwood business Assistance program and Oregon Association of Minority Entrepreneurs active in Rockwood to foster economic development.
City of Oregon City	mb12	McLoughlin Blvd.: I-205 to Highway 43 bridge	\$3,000	34	Linked to implementation of downtown Community plan and waterfront master plan, supporting downtown revitalization efforts, complements South Corridor recommended improvements.
City of Beaverton	wrm9	Rose Biggi extension: LRT to Crescent St.	\$1,907	40	Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities.
City of Portland	cbl2	Burnside Street: W 19th to E 14th (PE only)	\$2,000	40	Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside, and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland.
City of Portland	cbl1	Killingsworth: Interstate to MLK (PE only)	\$1,000	35	Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community.
Washington Co.	wbl1	Cornell Road: Murray to Saltzman	\$2,500	32	Project received \$540,000 for ROW acquisition in Priorities 2000. Design resulted from extensive public involvement as part of Cedar Mill Town Center Plan and a project advisory committee (PAC) recommendation. Project complements \$5.7 M in MSTIP monies (which provide 69% overmatch) and completes gaps in bike and pedestrian network.
Bridge Projects					
Multnomah Co.	mbr1	Broadway Bridge Painting (Span 7)	\$2,500	40	Bridge located in Central City, linking Pearl District and Union Station to the Rose Quarter and Broadway Main Street.

Attachment B to Exhibit A of Resolution No. 03-3335

Green Street Projects (10 possible 2040 points)					
City of Gresham	mgs1	Yamhill Green Street	\$0.450	7	Located in the Rockwood town center.
City of Portland	pgs1	Cully Green Street	\$2.200	7	Located along a main street in the Cully neighborhood.
Metro TOD	rgs1	NW Civic Drive Green Street	\$0.250	10	Located in Gresham regional center along a commercial street and at a light rail station. High visibility demonstration project.
Multnomah Co.	mgs2	Beaver Creek Culvert Retrofits	\$1.470	n/a	Culvert project locations are specific to the regional inventory of culverts that inhibit fish passage and were not evaluated for 2040 location.
Freight Projects					
Wash Co	wf1	Tualatin Sherwood Road	\$2.818	26	High volume truck route will be improved into a multi-modal connection between 99W and I-5.
Portland	pf1	NE Martin Luther King Jr. Blvd.	\$2.000	21	Improves a critical gap in Regional Freight System, connecting northwest and north Portland industrial areas to I-205. Supports recommendations of I-5 Trade Corridor study.
Planning Projects					
Planning projects did not receive a technical ranking					
Pedestrian Projects					
City of Forest Grove	wped1	Forest Grove Town Center Pedestrian Improvements	\$0.900	34	Completes gap in ped system (including ADA accessibility) in the Forest Grove town center; complements prior MTIP allocation for downtown ped improvements.
City of Portland	pped1	Central eastside bridgeheads	\$1.456	40	Complements current bike/ped improvements to Morrison Bridge and potential future street car via MLK/Grand, completes gaps in ped system and implements CEID Opportunity Strategy.
City of Hillsboro	wped2	Hillsboro Regional Center Pedestrian Improvements	\$0.522	36	Completes gaps in ped system that connect to businesses, schools, Shute library and to LRT in Hillsboro regional center.
City of Tigard	wped3	Tigard Town Center Pedestrian Improvements (Commercial Street)	\$0.203	28	Complements future commuter rail station by improving ped access between station and town center area. Implements traffic study/task force recommendations.
City of Portland	pped3	Tacoma Street: 6th to 21st	\$1.278	34	Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and increases on-street parking in support of main street and bicycle boulevard on adjacent street. Supports employment by implements St. John's Bridge Truck Strategy recommendations. Town center plan (and implementing code amendments) not yet adopted.
City of Portland	pped2	St. Johns Town Center Pedestrian Improvements	\$1.934	31	Provides critical signal system improvements and realigns intersections to better facilitate truck movements and improve ped safety.
Road Modernization Projects					
Wilsonville	crm1	Boeckman Rd: 95th to Grahams Ferry	\$1.956	n/a	Funding approved by prior Metro Resolution; Linked to development of the former Damasch (Villibois) site.
Wash. Co.	wrm4	Cornell Road: Evergreen to Bethany (PE)	\$1.088	28	Multi-modal missing link; Town Center plan not actually adopted.
Tigard	wrm10	Greenberg Rd.: Shady Lane/North Dakota	\$1.789	25	Prior PE & ROW allocations; provides missing roadway and multimodal links within the Washington Square Regional Center.
Wash. Co.	wrm7	Murray Blvd: Science Park to Cornell	\$1.811	27	Supplies missing multimodal links and improves gateway to Cedar Mill Town Center. Linked to Cornell Boulevard MSTIP project.
Wash. Co.	wrm12	Baseline/Jenkins ATMS	\$0.449	32	Segment connects to 5 LRT station communities
Mult. Co.	mmm1	223rd Ave. Railroad Undercrossing	\$3.400	33	Prior PE & ROW allocation. Improves truck access to industrial areas north of Sandy Blvd. (3 large parcel sites) Addresses pedestrian/bike safety issue on access route to Blue Lake park.
Cornelius	wrm1	Highway 8 Intersection @ 10th (Schiefler)	\$0.850	30	FY 2000-03 MTIP project reconstructed Adair from 10th - 20th. Provides for truck turning movements on access route to industrial lands in area. Adds bike lanes to regional corridor.
Hillsboro	wrm6	10th Ave: E Main to Baseline	\$1.346	37	Improves vehicle access within in Hillsboro regional center, one of only two regional centers with out direct freeway access. Potential for MAX train delay by vehicle queing or loss of signal preemption.
BV	wrm8	Murray Blvd: Scholls Ferry to Barrows	\$2.579	29	Access to proposed residential development of Murray/Scholls town center. Linked development also will build portion of Beaverton Power Line trail.
Clack. Co.	crm2	Sunnyside Rd: 142nd to 152nd	\$4.000	18	Project is more than 1 mile from a Tier 1 or 2 land use but is a segmented project from partially funded OTIA project of 122nd to 172nd. Primary east/west arterial access to Damascus area urban growth boundary expansion and serves Sunnyside urban village.
Road Reconstruction Projects					
COP	prr1	Division; 6th to 39th (Streetscape Plan to 60th)	\$2.500	35	Linked to implementation of "Division Vision" land use planning effort to implement a 2040 Main Street.
Mult. Co.	mmr1	242nd Avenue; Gilsan to Stark	\$0.550	23	Serves Fujitsu industrial site.
Milwaukie	cmr1	Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1.481	31	Provides multi-modal link between Milwaukie town center, Milwaukie industrial area and the Clackamas regional center (via Harmony Road).

Attachment B to Exhibit A of Resolution No. 03-3335

Regional Travel Options					
Region	RTDM1	Regional TDM Program	\$3.987	n/a	Regional TDM Program Components include the following: \$1,700,000 for core TDM program for 2006 & 2007, including management, outreach and marketing; program evaluation; and regional rideshare program. \$1,130,000 for regional TMA program from 2004 to 2007. \$850,000 for region 2040 initiatives program from 2004 to 2007. \$133,000 for SMART/Wilsonville TDM Program for 2006 & 2007. \$114,000 for regional information clearinghouse in 2006 & 2007. \$60,000 for business enemy tax credit and telework in 2006 & 2007.
Portland	PTDM1	Interstate Ave. Travel Smart	\$0.300	30	Pilot project currently underway in SW Portland resulting in 8% increase in alternatives to drive alone trips. Would make progress toward modal-split targets in mixed-use North Portland station communities.
ODOT	STDM1	I-5 Corridor TDM Plan	\$0.224	37	Governors' I-5 Partnership findings note that the corridor will require better management of traffic demand and measures that manage demand to preserve capacity for vehicle and freight movements.
Transit Oriented Development					
Metro	mtod1	TOD Implementation Program	\$4.500	38	Supports urban centers strategies in centers with light rail by supporting development to allowed densities with improved design features.
Metro Clackamas Co.	mtod2	Regional & Urban Centers Implementation Program	\$1.000	35	Expands TOD Program activities to urban centers served by high frequency bus.
	ctod1	CRC Parking Garage	\$0.250	30	Urban renewal funds available for capital; joint development project in the Clackamas regional center; construction could be included in I-205 project budget.
Transit					
TriMet	tr2	Frequent Bus Corridors	\$6.374	30	Improves efficiency of service and customer convenience in all Tier I and Tier II land use areas (except Central City) located on Frequent Bus lines.
TriMet	tr3	Local Focus Areas	\$1.005	30	Provides capital improvements to improve efficiency and customer convenience for new service orientation in multiple centers and station communities.
TriMet	mtr2	Gresham Civic Station TOD	\$3.450	35	Increases density in regional center. Increases alternative mode split in Gresham RC. Leverages previous regional investment in Civic Drive and LRT station projects.
TriMet	tr6	North Macadam Transit Access	\$0.449	40	Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam infrastructure to leverage development in this Central City district.
Oregon City	ictr2	South Metro Amtrak Station	\$0.700	35	Locating regional facility in regional center adjacent to major tourist destination.

* 2040 Land use technical scores are not comparable between modal categories.

TOTAL: 79.276

Transportation Priorities 2004-07 Projects: Technical Ranking and Qualitative Factors															
TOD Projects															
Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multimodal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
Metro	1	TOD Implementation Program	\$4,500	98	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	broad public support; elected officials, neighborhood associations; serves as regional and national case study; high public to private leverage ratio of invested funds; supports urban centers strategies in centers with light rail, broad geographic distribution of funds
Metro	2	Regional & Urban Centers Implementation Program	\$1,000	95	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	expands TOD Program activities to urban centers served by high frequency bus expands geographic distribution of funds; demonstrated public support
Clackamas C	3	CRC Parking Garage	\$0.250	55		Y	Y	Y	Y			Y			funding for planning and PE only; urban renewal funds available for capital; joint development project could be included in I-205 budget
COP	4	North Mcadam Couplet	\$0.500	53				Y	Y	Y	Y	Y			project also ranked in boulevard funding category
Beaverton	4	Rose Biggi Extension	\$1.908	53	Y	Y		Y	Y				Y		project also ranked in boulevard funding category

Transportation Priorities 2004-07 Projects: Technical Ranking and Qualitative Factors															
Bicycle/Trail Projects															
Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Issue?	Received Comments?	QUALITATIVE FACTORS
Portland	1	Willamette Greenway: River Forum to River Parkway	\$1,256	85	Y	Y	Y	Y		Y	Y	Y			Greenway width of 100' gives space to integrate high-density urban development with the ecological function of a riparian buffer. Subdivision on one major alley has condition of approval that includes the wide greenway donation within 3 years. Multi-modal potential of connection at SW Gibbs to proposed aerial tram to OHSU.
N Clack. Parks Dist	2	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.644	77		Y	Y	Y	16%	Y		Y			NCPRD & Metro jointly purchased former streetcar ROW in 12/01. NCPRD will manage and maintain trail. Trolley Trail is a central component of Milwaukie's Downtown Waterfront Master Plan.
Tualatin Hills Parks & Rec. District	3	Beaverton Powerline Trail: LRT Crossing to Schuepbach Park	\$0.431	73	Y	Y	Y	Y	30%	Y		Y			Improves livability for inner Beaverton residents; opportunity for transportation choices, recreation and exercise. Direct off-link to Tualatin Hills Nature Park. Citizen trail advisory committees, local trails advocates, and Friends of Westside Trails are in support of the project.
Tigard	4	Washington Square Greenway: Hwy. 217 to Hall Blvd.	\$0.386	69	Y	Y	Y	Y				Y			A key concept of Washington Square Regional Center Plan is need for parks and open spaces to soften density that is proposed; vision of livable community with balance between urban and nature.
Hillsboro	5	Rockcreek Trail: Amberwood to Cornelius Pass Road	\$0.218	68		Y	Y	Y	80%	Y		Y			Hillsboro anticipates completing design and any necessary ROW acquisition entirely with local funds. City will provide 50% match for MTIP construction dollars.
Portland	6	Eastbank Trail/Springwater Gaps (PE/ROW)	\$1,049	64	Y	Y	Y	Y	20%	Y		Y			Completing 0.9 mile gap makes 19.2 miles of continuous off-street trail. Construction-ready project would increase support for Portland Parks bond package including trails improvements and not require future MTIP funding.
Gresham	7	Gresham/Fairview Trail: Burnside to Division	\$0.630	61	Y	Y	Y	Y	23%	Y		Y	Y		Over-match of funding for this phase; funding secured for ROW and construction of Phase 1 NE Halsey to SE Burnside. Benefits Rock Creek TC. Unique opportunity to access TriMet's Ruby Junction facility. Public support by neighborhoods and watershed councils. Serves low income area and concentration of Hispanic population.
Subtotal:			\$4,812												

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

Agency	Code	Proposed Rank	Project Title	Federal Funds Request	Total Project Points	CONGESTION RELIEF	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing Schools?	Employment Specific Recovery?	Economic Development - Jobs Impact	Environmental Justice Issues?	Public Comments Received?	QUALITATIVE FACTORS	
Wilsonville	cm1	n/a	Boeckman Rd: 95th to Graham's Ferry	\$1,956	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Y	Y	Y	Y						Funding approved by prior Metro Resolution; no further analysis conducted, the model constraints applicable to Kinsman true of this project also.	
Wash. Co.	wm4	3	Cornell Road: Evergreen to Bethany (PE)	\$1,022	86	23	29	8	20	2	5			Y	Y		Y				Y	Multi-modal missing link; No overmatch but ROW mostly acquired, Town Cntr plan not actually adopted. Serves Five Oaks elementary school. Serves concentration of Asian population.	
Tigard	wm10	2	Greenberg Rd.: Shady Lane/North Dakota	\$1,789	85	20	14	11	20	15	5	Y	Y	Y							Y	Prior PE & ROW allocations; provides missing roadway and multimodal links. Serves low-income area and concentration of Hispanic population.	
Wash. Co.	wm7	3	Murray Blvd. Science Park to Cornell	\$1,811	84	17	17	16	20	15	9		Y		Y							Y	Very hi accident rate in short distance; hi safety committee rank; very 2040 supportive road project that supplies missing multimodal links and improves town center gateway; link to Cornell Boulevard MSTIP project.
Wash. Co.	wm12	4	Baseline/Jenkins ATMS	\$6,449	79	22	20	12	18	15	0		Y	Y							Y	Segment connects to 5 LRT station communities; derives from County ITS Master Plan and operations center investments. Serves concentration of Hispanic population.	
Mult. Co.	mm1	5	223rd Ave. Railroad Undercrossing	\$3,400	78	17	13	20	20	2	0	Y	Y	Y	Y	Y					Y	Project links to 223rd/Sandy intersection signalization project; prior PE & ROW allocation; hi committee safety rank. Serves low income area and concentration of Hispanic population.	
BV	wm11	6	Farmington Rd. @ Murray Intersection	\$2,816	75	17	20	15	10	8	5	Y		Y	Y	Y					Y	New biked/ped facilities provided - Biked/ped environment impacted by double left and right turn lanes on all approaches. Serves low income area and concentration of Hispanic population.	
Wash. Co.	wm3	7	Farmington Rd: 170th to 185th (PE)	\$1,197	67	25	17	2	10	8	5			Y	Y		Y				Y	Serves Mountain View middle school. Serves concentration of Hispanic population.	
Cornelius	wm1	8	Highway 8 Intersection @ 10th (Schiffel)	\$8,850	66	13	14	16	16	8	9	Y	Y		Y						Y	FY 2000-03 MTIP project reconstructed Adair from 10th - 20th. Adds bike lanes to regional corridor. Serves concentration of Hispanic population.	
COF	pm2	9	SE Foster/Barbara Welch Intersection	\$3,900	63	17	14	9	10	3	5		Y		Y			Y				win 1 mile of Pleasant Valley Town Center; Gateway to Damascus; salmonid culvert replacement & green streets drainage	
Hillsboro	wm6	10	10th Ave.: E Main to Baseline	\$1,344	60	8	17	20	10	0	5	Y		Y	Y						Y	Delay value may under report intersection level congestion of right turn movements; Potential for MAX train delay by vehicle queuing or loss of signal preemption. Serves very low income area and concentration of Hispanic population.	
COF	pm1	11	SW Macadam: Bancroft to Gibbs	\$2,330	59	8	17	20	16	0	3		Y									Med safety based on future development and prospective access constraints; hi 2040 support	
BV	wm4	12	Murray Blvd. Scholls Ferry to Barrows	\$2,573	57	13	10	19	16	0	9				Y	Y						35% local/private match; moderate 2040 support.	
Clack. Co.	cm5	13	Clackamas Railroad King Traveler Info	\$6,383	56	13	20	13	16	0	0		Y	Y								Estimate of delay reduction targeted to Emergency Service providers; breaks down rail imposed separation of fire/safety services from Downtown Milwaukie and enhances EMS exposure to ITS benefits.	
BV	wm5	14	Rose Biggs: LRT to Crescent	\$1,908	51	8	13	20	3	0	5		Y		Y						Y	Model does not assign volume to minor road facility; facility contribution to improvement of Reg. Cntr local circulation and reduction of main arterial delay is not well represented. Serves very low income area and concentration of Hispanic population.	
Wilsonville	cm4	15	Wilsonville Rd. Traveler Info	\$6,185	49	13	10	11	15	0	0		Y	Y								Inadequate basis for assignment of future year congestion relief/cost effectiveness	
Clack. Co.	cm6	16	Johnson Cr Blvd I-205 Interchange (PE)	\$6,600	46	3	16	13	15	0	0		Y	Y	?							Model does not account for probable loop ramp relief of congestion at Fuller Road signal; County data inconclusive regarding benefit but low to moderate congestion relief seems probable. Preliminary cost estimate of \$4.6 million down from original staff est. of \$10 million. No firm basis for any estimate until conclusion of PE. May benefit LRT	
Clack. Co.	cm2	16	Sunnyside Rd: 142nd to 152nd	\$4,000	45	12	13	5	16	0	5	Y	Y	Y	Y	?						County believes congestion levels at 142 & 152 are under-reported. Project is more than 1 mile from a Tier 1 or 2 land use but is a segmented project from partially funded OTIA project of 122nd to 172nd. Gateway to Damascus and serves Sunnyside urban village.	
Wash. Co.	wm5	17	185th Ave.: West View HS to W Union (PE)	\$9,581	42	12	6	6	5	3	5			Y	Y		Y					Facility greater than 1 mile from regional or town center. Serves concentration of Hispanic population.	
Wash. Co.	wm2	19	Farmington Rd.: 165th to 196th (PE only)	\$1,905	31	8	6	2	10	0	5			Y	Y						Y	Project not from Financially constrained system; not air quality neutral or beneficial; surrounding road system elements not presently in existence and model cannot distinguish effect of this from other connecting links; low safety score from committee.	
Wilsonville	cm3	20	Kinsman Rd: Barbet to Boeckman	\$1,000	18	8	6	4	0	0	0		Y		Y								

SUBTOTAL: \$32,561

Transportation Priorities 2004-07 Projects: Technical Ranking and Qualitative Factors Regional Travel Options Program and Projects															
Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impact?	Received Comments?	QUALITATIVE FACTORS
Region	1	Regional TDM Program	\$3,987	program renewal request	Y	Y	Y	Y		Y	Y				Regional TDM Program Components include the following: \$1,700,000 for core TDM program for 2006 & 2007, including management, outreach and marketing; program evaluation; and regional rideshare program. \$1,130,000 for regional TMA program from 2004 to 2007. \$850,000 for region 2040 initiatives program from 2004 to 2007. \$133,000 for SMART/Wilsonville TDM Program for 2006 & 2007. \$114,000 for regional information clearinghouse in 2006 & 2007. \$80,000 for business energy tax credit and telework in 2006 & 2007.
Portland	2	Interstate Ave. Travel Smart	\$0.300	75	Y	Y	Y	Y		Y	Y	Y			Positive results in Europe and Australia. Pilot project currently underway in SW Portland. Serves low income area and concentrations of minority populations.
ODOT	3	I-5 Corridor TDM Plan	\$0.224	57	Y	Y	Y	Y		Y	Y	Y			This plan must coordinate with the Regional TDM Program and with the proposed Interstate Travel Smart Project. Metro staff recommends that ODOT fund 50% of the plan. Governors' I-5 Partnership findings note that the corridor will require better management of traffic demand and measures that manage demand. Serves low income area and concentrations of minority populations.
Clack Co	4	Clackamas RC TMA Shuttle	\$0.129	44	Y	Y	Y				Y				Need to determine how shuttle will be paid for after 3 years of CMAQ Funding. This project could compete for Regional TDM Program Region 2040 Initiatives Funds in 2004.
		Subtotal:	\$4,640												

Transportation Priorities 2004-07 Projects: Technical Rankings and Qualitative Factors													Pedestrian Projects													QUALITATIVE CONSIDERATIONS												
Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schooler?	Economic Impact/jobs benefit	Environmental Justice Impact?	Received public comments?																				
City of Forest Grove	wped1	1	Forest Grove Town Center Pedestrian Improvements	0.900	94	25	20	34	15	Y								Y		Completes gap in ped system (including ADA accessibility), complements prior MTP allocation for downtown ped improvements. Serves concentration of Hispanic population.																		
City of Portland	pped1	2	Central eastside bridgeheads	1.456	90	20	20	40	10		Y	Y	Y			Y	Y		Complements current bike/ped improvements to Morrison Bridge and potential future street car via MLK/Grand, completes gaps in ped system and implements CEID Opportunity Strategy. Could be split to Burnside/Morrison/Hawthorne bridgeheads and Water Avenue ramps. Serves low income area.																			
City of Hillsboro	wped2	3	Hillsboro Regional Center Pedestrian Improvements	0.522	85	23	14	36	15					20%	Y		Y		Completes gaps in ped system that connect to businesses, schools, Shute library and to LRT in RC; serves low-moderate income households. 20% overmatch provided. Serves low income area and concentration of Hispanic population.																			
City of Tigard	wped3	4	Tigard Town Center Pedestrian Improvements (Commercial Street)	0.203	65	25	17	28	15						Y		Y		Complements future commuter rail station by improving ped access between station and town center area. Implements traffic study/task force recommendations. Serves concentration of Hispanic population.																			
City of Portland	pped3	5	Tacoma Street, 8th to 21st	1.278	84	20	20	34	10		Y	Y	Y			Y			Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and increases on-street parking in support of main street and bicycle boulevard on adjacent street. Supports employment by leveraging main street development.																			
City of Portland	pped2	6	St. John's Town Center Pedestrian Improvements	1.934	83	25	17	31	10			Y	Y				Y		Implements St. John's Bridge Truck Strategy recommendations. Town center plan (and implementing code amendments) not yet adopted. Provides critical signal system improvements and realigns intersections to better facilitate truck movements and improve ped safety. Serves low income area.																			
Washington County	wped4	7	Merlo Road: LRT station to 170th	0.271	82	25	13	29	15						Y				Improves ped access to THPRD nature park, completes gap in ped system and complements other public investments such as the Merlo transit station, TriMet bus barn, Beaverton School District offices and an alternative high school.																			
City of Oregon	oped1	8	Molalla Avenue: Gaffney to Fr	0.800	72	20	20	22	10			Y	38%						Completes gaps in bike/ped systems; provides 38% overmatch; implements Molalla Corridor improvement plan and linked to \$2.1 million for Phase 1 improvements invested by the city.																			

Subtotal:

TOTAL: \$ 7,364

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

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

Transportation Priorities 2004-07: Technical Ranking and Qualitative Factors Freight Projects																		
Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	SUPPORT BUSINESS	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic development, job impact?	Received Comments?	QUALITATIVE FACTORS
Wash Co.	wf1	1	Tussock Sherwood Road		17	1	1	1	1									This route truck route will be improved into a multi-modal connection between 82W and I-5.
Portland	pt1	2	NE Marlin Luther King Jr. Blvd	\$ 2,000	15	1	1	1	1									involves a critical gap in Regional Freight System. Supports recommendations of I-5 Trade Corridor study.
SUBTOTAL				\$ 4,816														

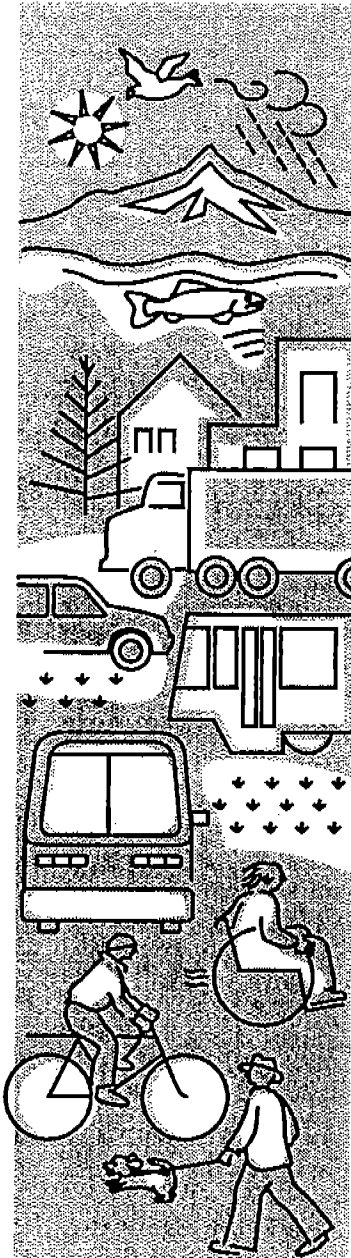
Transportation Priorities 2004-07
 Technical Rankings and Qualitative Considerations
 Boulevard Design Projects

Agency	Code	Proposed Rank	Project Title	Federal Funds Requested	Total Project Points	Green Street Bonus points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic Impact/Jobs benefit?	Environmental Justice Impacts?	Received public comments?	QUALITATIVE CONSIDERATIONS
City of Portland	plbd1	1	North Macadam TOD: SW Bond and Moody avenues	\$ 0.500	100	5	20	20	40	15				Y	89%		Y			Linked to Macadam district redevelopment and complements SOC monies, private investment and TIF that will be used to finance the North Macadam TOD project. Also complements Portland street car extension and other North Macadam transportation improvements. Fills gaps in bike/ped network.
City of Portland	pbtl	2	102nd Avenue: Weidler to Burnside	\$ 3.350	98	10	25	17	38	8	Y		Y	Y	31%		Y	Y		Linked to Gateway Transit Center redevelopment at NE Pacific and 102nd Ave. and complements \$1.5M SDC monies, urban renewal district funds and MTP grant for PE and design in 2003-04. Community interested in forming LID for additional funding to complement this project. Serves low income area.
City of Graham	mb1	2	Stark Street Phase 2: 190th to 192nd	\$ 1.000	98	10	25	20	28	15		Y	Y	Y	11%	Y	Y	Y		Linked to Phase 1 Stark Street (181st to 190th) to complete boulevard design in Rockwood TC; complements TEA-21 funds, prior MTP funds, local TIF monies and prior ped-to-MAX improvements. Part of on-going effort to revitalize Rockwood neighborhood. Weed and Seed program and Rockwood business Assistance program and Oregon Association of Minority Entrepreneurs active in Rockwood to foster economic development. High level of community support. Serves very low income area and concentration of Hispanic population.
City of Oregon City	mb2	3	McLoughlin Blvd.: I-205 to Highway 43 bridge	\$ 3.000	97	10	25	20	34	8	Y		Y	Y	40%		Y			Linked to implementation of downtown Community plan and waterfront master plan, supporting downtown revitalization efforts, complements 40% overmatch with urban renewal district funds and complements South Corridor recommended improvements.
City of Beaverton	wrm9	3	Rose Biggs extension: LRT to Crescent St.	\$ 1.907	97	5	25	12	40	15				Y	19%	Y	Y	Y		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connector to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. 19% overmatch provided. Serves low income area and concentration of Hispanic population.
City of Portland	cb2	4	Burnside Street: W 19th to E 14th (PE only)	\$ 2.000	92	10	25	17	40	0	Y			Y			Y	Y		Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.
City of Portland	cb1	4	Killingworth: Interstate to MLK (PE only)	\$ 1.000	92	10	25	14	35	8				Y		Y	Y	Y		Project need and design resulted from 8-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Hispanic population.
Washington County	wb1	5	Cornet Road: Murray to Saltzman	\$ 3.500	87	10	25	20	32	0	Y		Y	Y	62%		Y			Project received \$540,000 for ROW acquisition in Priorities 2000. Design resulted from extensive public involvement as part of Cedar Hill Town Center Plan and a project advisory committee (PAC) recommendation. Project complements \$5.7 M in MSTIP monies (which provide 65% overmatch) and completes gaps in bike and pedestrian network.
City of Lake Oswego	cb3	6	Boones Ferry Rd.: Kruse Way to Madrona (PE & ROW)	\$ 2.550	88	0	20	20	28	0				Y	15%	Y	Y			Lake Grove TC plan (and implementing code amendments) not yet adopted. Project complements TIF district if approved by City Council, completes gaps in bike/ped network and provides crossing refuges near school. Project does not provide on-street parking and wide sidewalks due to ROW constraints.

TOTAL: 18,807

Transportation Priorities 2004-07 Projects: Technical Ranking and Qualitative Factors Transit Projects															
Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
TriMet	1	Frequent Bus Corridors	\$6,374	84	Y					Y		Ind			<ul style="list-style-type: none"> Capital portion of expansion of successful McLoughlin and Barber frequent bus projects. Several corridors serve low income areas. • Indirect support of economic development in areas served.
TriMet	2	Local Focus Areas	\$1,005	80								Ind			<ul style="list-style-type: none"> Indirect support of economic development in areas served.
TriMet	3	102nd Avenue Bus Stops	\$0,135	64		Y						Ind	Y		<ul style="list-style-type: none"> Transit portion of 102nd Avenue Boulevard project. • Indirect support of economic development in areas served. Serves low income area.
TriMet	4	Gresham Civic Station TOD	\$3,450	59	Y	Y		Y				Y			<ul style="list-style-type: none"> Creates 1,400 new system riders. • Increases density in regional center. • Increases alternative mode split in Grasham RC. • Leverages previous regional investment in Civic Drive and LRT station projects.
TriMet	5	North Macadam Transit Access	\$0,449	58		Y									<ul style="list-style-type: none"> Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam infrastructure.
City of Oregon City	6	South Metro Amtrak Station	\$0,700	50			Y	Y	Y			Y			<ul style="list-style-type: none"> Intra-city ridership not a true comparison to inter-city transit ridership on which technical score is calculated. Trip lengths are longer and or statewide significance. • Locating regional facility in regional center adjacent to major tourist destination
TriMet	7	North Macadam Infrastructure	\$1,347	48		Y									<ul style="list-style-type: none"> Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam transit access.
Clack Co	8	Clackamas RC TOD/P&R (PE only)	\$0,256	47	Y	Y		Y	Y			Y			<ul style="list-style-type: none"> Supplements regional South Corridor commitment and I-205 LRT project. Would increase alternative mode split in CRC. • Overmatch at 50%. Allows increased density in a regional center.
Tri-Met	9	Hybrid Bus Expansion	\$2,224	42		Y									<ul style="list-style-type: none"> Follows purchase of 2 hybrid test vehicles in 2002. Will run in frequent bus corridors.
Tri-Met	10	Jantzen Beach Access	\$0,449	41		Y									<ul style="list-style-type: none"> Efficient bus connection to Interstate MAX.
Tri-Met	11	Rockwood Bus/MAX Transfer	\$0,382	31		Y		Ped		Y		Ind	Y		<ul style="list-style-type: none"> Link to Stark Street Boulevard project. • Large Hispanic (33%) and low income (57% < 2X PL). Indirect support of economic development in areas served. Serves low income area and concentration of Hispanic population.
		Subtotal:	\$16,765												

Attachment C to Exhibit A of Resolution No. 03-3335



Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Public Comment Executive Summary

*An executive summary of comments received between
April 10 and May 16, 2003 on projects submitted for
consideration of regional flexible funds for the years
2006 and 2007*

May 23, 2003



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People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

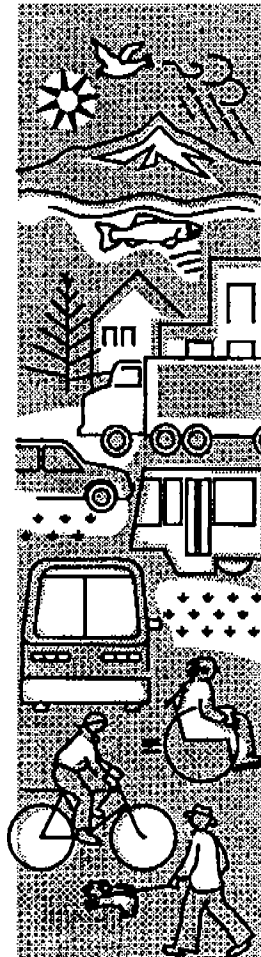
Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

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

Metro
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

Introduction



METRO

**PEOPLE PLACES
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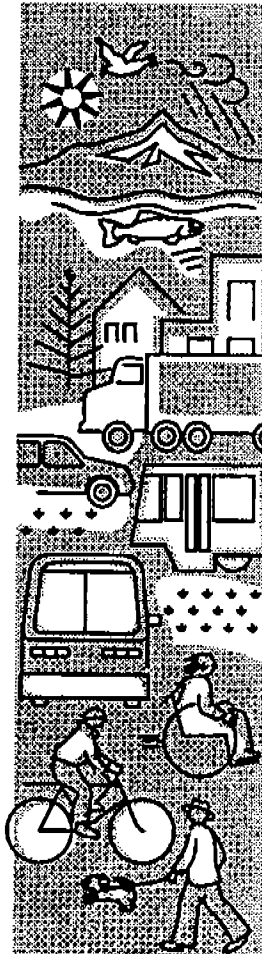
Introduction

This report is a compilation of public comments regarding funding priorities for the fiscal years 2004-2007 Metropolitan Transportation Improvement Program (MTIP) received in spring 2003. Public input was solicited from April 10 through May 16, 2003. Three listening posts (informal opportunities to comment directly to decision-makers) were held during this time: April 14 in Portland, April 15 in Beaverton and April 21 in Oregon City. Comments have been summarized from these meetings, plus written communications sent to Metro (mail, fax and e-mail) and from the transportation phone hotline. A new way to comment, on the Metro web site, was instituted this year. Anonymous letters and comments are not included in this summary.

A public hearing will be held by the Metro Council on Thursday, June 5, 2003. Written comments will be provided as an addendum to this report.

Many thanks to the citizens, businesses and governments of the region who took the time to review and make comments on the proposed projects in the Transportation Priorities 2004-07 funding process.

Section 1 Summary of comments



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Summary of Public Comments

This report provides a summary of public comments received on project and program funding applications in the Transportation Priorities 2004-07 program. All comments received during the public comment period, April 10 through May 16, 2003 are included.

Transportation Priorities 2004-07 is a regional transportation funding program that identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions and partners submit transportation projects to Metro for funding consideration. Eligible projects range from road reconstruction and modernization to transit, bicycle trails, boulevards, pedestrian improvements, green streets and planning projects.

Three public comment listening posts were held in April. All comments were summarized and may be found in Section 2. Comment cards from the meetings may be found under Section 3, Written Comments.

The Metro Council will hold a public hearing on Thursday, June 5, 2003. Written comments submitted at the hearing will be printed in an addendum to this report.

Comments in General

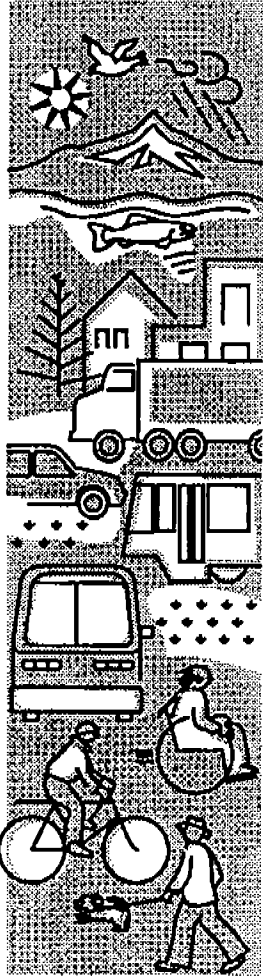
The residents of the region spoke out in record numbers during the Priorities 2004-07 comment period. The number and range of comments indicates a growing interest in shaping transportation improvements in the metropolitan area.

Comments were received from almost 1,000 residents and business owners around the region on the proposed transportation projects. Bike/trail, green streets and pedestrian projects showed the most interest, followed by road reconstruction, road modernization and transit. Comments on rail projects indicate a budding interest in this form of travel.

Roads were not left out of the equation. The need for Road Reconstruction and Road Modernization projects was high on the list of comments, followed by Transit and Boulevard projects.

Overall, these comments indicate the desire for a balanced transportation system with a choice of safe and convenient travel modes.

Section 2 Summary by project



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SUMMARY OF COMMENTS RECEIVED ON PROJECTS

A total of 984 comments, oral and written, were received on specific transportation projects.

The most support was shown for the Bike/trail projects (217 comments), Green Streets (166 comments), Pedestrian projects (141 comments) and Road Reconstruction (127 comments). Road Modernization received 96 comments, Transit projects received 93 comments and Boulevard projects received 77 comments.

Fewer comments were received on Transit Oriented Development (TOD) projects (31), Regional Travel Options (RTO) projects (16), Planning projects (15), Freight projects (4) and Bridge painting (1).

Comments were received on a balance of project modes around the region, with Bicycle/trails (especially the Trolley Trail) and Green Streets (especially Cully Boulevard) receiving the most total comments of any projects during this comment period.

SPECIFIC COMMENTS BY MODE

Bike/Trail projects

A total of 217 comments (22 percent) were received on all of the bicycle/trail projects, with the most comments received on the Trolley Trail (83).

Trolley Trail: Jefferson to Courtney (83)

A large number of comments were received supporting the Trolley Trail. Comments said it would complete a 20-mile loop connecting Gladstone, Milwaukie and the Clackamas Town Center with the Springwater Trail, provide wetland and gardening access for schools and retirement centers, and offer a bridge between communities.

Beaverton Powerline Trail (33)

This trail received many positive comments for an area lacking such trails. Comments said it would connect recreation and shopping areas to light rail stations.

Eastbank Trail/Springwater Corridor Gaps (23)

Much support was shown for completion of this trail, finishing a popular bike and pedestrian trail system.

Washington Square Trail (22)

This is seen as an important land-use connection to a regional center location, connecting the Fanno Creek Greenway Trail to the Washington Square Mall.

Rock Creek Trail (20)

Comments indicated this is an important regional connection to light rail stations and parks where safety is a critical consideration.

Willamette Greenway (19)

This trail is said to provide a cost-effective, crucial link between downtown Portland and the developing Macadam area.

Gresham/Fairview Trail (17)

Comments indicated this trail is a regionally significant path that serves as the primary north/south route between the Springwater Trail and the Marine Drive Trail, linking many land uses, park and open spaces, transit and six regional trails.

Pedestrian Projects

A total of 141 comments (14 percent) were received on eight pedestrian projects. The Tacoma project received the most comments (83), while Central Eastside Bridgeheads received 33 and St. Johns Pedestrian Improvements received 21.

Tacoma Street (83)

Many individual comments were received on this project. Improvements already made have reduced traffic congestion. Final improvements to Tacoma Street will make the Sellwood neighborhood more livable and the street safer for pedestrians. One comment said the Tacoma Street project was designed with 2040 in mind. Many residents in the area said they worked with planners to design their vision of the street.

Central Eastside Bridgeheads (33)

Many pedestrians and bicyclists supported this set of bridge access improvements, which would enable them to get across the bridges to downtown Portland more safely. In addition, comments said that this project would improve traffic flow and freight movement and allow trucks to move more safely and efficiently through key intersections.

St. Johns Town Center Pedestrian Improvements (21)

Residents said that this project would make the St. Johns area more livable and help freight move through until a long-term solution can be developed. Crossing certain intersections is now very difficult for pedestrians, bicyclists, buses, cars and trucks.

Green Streets Projects

A total of 166 comments (17 percent) were received on the four projects proposed for green street improvements. Cully Boulevard received 150 post cards and comments, with Yamhill Reconstruction (9) and Beaver Creek Culverts (7) receiving far fewer.

Cully Boulevard Reconstruction: Prescott to Killingsworth (150)

More than 100 post cards and individual comments were received on this project. Comments focused on the need for safer conditions for pedestrians, especially children walking to school or to the store along Cully, as there are no sidewalks, considerable traffic and poor lighting at night. The five-way stop at the intersection of NE Cully and Prescott is difficult to negotiate. This reconstruction project is seen as transforming the entire neighborhood and it will provide better access to affordable housing and nearby employment centers.

Yamhill Reconstruction (9)

Many comments were received requesting the improvements proposed for this street. This street is seen as very narrow and unsafe for the amount of cars and pedestrians that use it. There are neglected dwellings, abandoned vehicles and missing speed signs along Yamhill. This street is seen as needing "all the help we can get."

Beaver Creek Culverts: Troutdale, Cochran, Stark (7)

Comments said that replacement of three culverts is needed for restoring fish habitat for listed salmonids while providing necessary road improvements in the future.

Road Modernization Projects

A total of 96 comments (10 percent) were received on the 21 proposed road modernization projects. The most comments were received in support of the 223rd Avenue Railroad Under Crossing (20), Sunnyside Road (16), Murray Boulevard: Scholls Ferry to Barrows (16), Highway 8 Intersection (13) and Boeckman Road (11).

223rd Avenue Railroad Under Crossing (20)

Many comments said this is a critical project for East Multnomah County and the Fairview Town Center. The area north of the under crossing is planned to have industrial development providing 7,000 jobs. Comments indicated the under crossing is necessary to provide safe, unconstrained access to this industrial area as well as safe bicycle and pedestrian access to Blue Lake Regional Park.

Sunnyside Road (16)

Comments indicated funding for this project is critical for handling existing traffic plus the expected growth from the Rock Creek area in Happy Valley and the Damascus UGB expansion area.

Murray Boulevard: Scholls Ferry to Barrows (16)

This project is said to be the key to proving access to the 110-acre Progress Quarry Planned Unit Development, which will include town homes and apartments as well as open spaces that include a forested lake, linear park, wetlands and large grove of trees.

Highway 8 Intersection (13)

Comments indicated this intersection at 10th Avenue and TV Highway is unsafe for the large number of pedestrians, cars, trucks and buses that use it. This project would make a more efficient intersection and reduce the many accidents that happen here. The project is seen as absolutely vital to the safety and economic survival of the community.

Boeckman Road: 95th to Grahams Ferry (11)

This project received many comments and is seen as a vital connection in Wilsonville for developing their urban center and accessing existing employment areas.

Road Reconstruction Projects

A total of 118 comments were received (12 percent) on five proposed projects, with Division (79) and Lake Road (40) receiving the most comments.

Division: 6th to 39th (Streetscape Plan to 60th) (79)

Many individual comments were received on the Division reconstruction project. Division is seen as neglected and dangerous compared with Hawthorne and Belmont. With Division developing a unique identity, these improvements are seen as necessary to relieve traffic congestion and provide pedestrian and bicycle amenities and safety. "This corridor is a perfect candidate for significant redevelopment."

Lake Road: 21st to Highway 224 (PE and ROW) (40)

Many comments and post cards were received on the Lake Road project, which would reconstruct access between Milwaukie Town Center, the east Milwaukie industrial area and the Clackamas Regional Center. It would also provide needed bicycle and pedestrian facilities between those areas and to Milwaukie High School and Rowe Junior High.

Transit Projects

Ninety-three comments (9 percent) were received on all of the proposed transit projects, with the South Metro Amtrak Station receiving the most total comments (40), followed by the Clackamas Regional Center TOD (17) and Frequent Bus Corridors (11).

South Metro Amtrak Station (40)

Many comments were received on the Amtrak Station, saying it would benefit the entire area by providing a second train station in the greater metropolitan area. The station would encourage more tourism and get drivers off the congested freeways as well as promote needed redevelopment of the historic city center. Two comments were against this project, noting that more people drive cars than take the train.

Clackamas Regional Center TOD/P&R (PE only) (17)

This project would facilitate the construction of a light rail station next to Clackamas Town Center and encourage the planned expansion of the center into a mixed-use regional center. The area is seen as a major cross-point for commuters.

Frequent Bus Corridors (11)

Comments in favor of this TriMet project cited the need for major bus stop improvements and transit signal priority systems in cities around the region. One comment said it was important that transit dependent populations are within walking distance of a bus line in order to reach jobs, medical services and shopping.

Boulevard Projects

A total of 77 comments (8 percent) were received on seven proposed boulevard projects, with the most comments focusing on McLoughlin (31) and Killingsworth (22) projects.

McLoughlin: I-205 to Hwy 43 Bridge (31)

Comments said that this project upgrades McLoughlin within the Oregon City Regional Center to a boulevard and helps advance this regional center. One 10-year resident said the project will improve commerce for the city while beautifying the waterfront. One comment was against this project as a waste of taxpayer's money.

Killingsworth: Interstate to MLK (PE only) (22)

Resident's comments indicated that Killingsworth is a gateway to PCC, a key east-west arterial and that it needs improvements to help transform the area into a vibrant mixed-use main street. One comment opposed indicated that Interstate MAX funds should only be used for street work within one block of the light rail alignment.

Transit Oriented Development Projects

Thirty-one comments (3 percent) were received in support of TOD projects in the region, with most comments regarding the Metro TOD Program (21).

Metro TOD Program (21)

Comments indicated that the Transit Oriented Development Program at Metro has stimulated the development of many of the region's most successful projects. TOD expenditures were said to increase investor and lender confidence in an area's potential. One comment said the TOD program was essential in bringing a difficult project to completion.

Regional Travel Options (RTO) Projects

Sixteen comments (2 percent) were received on all of the proposed RTO projects in the region to reduce the use of the automobile in the region. The most comments were in support of the Interstate Avenue TravelSmart project (7).

Interstate Avenue TravelSmart (7)

Comments indicated that bringing "individualized marketing" of existing transportation options to local residents could be successful, as it is in Europe and Australia. The Interstate TravelSmart project will bring information on transportation options to a critical, under-resourced corridor. Interstate TravelSmart is seen as a cost-effective method for influencing individual and community behavior.

Planning Projects

Fifteen comments (2 percent) were received on seven proposed planning projects, with the most comments received on Union Station Development (10).

Union Station Multi-Modal Facility Development (10)

This project is seen as preserving Union Station to encourage safe, multi-modal public transportation and provide a worthy 'front door' to Portland for thousands of rail passengers. It would facilitate connections between Amtrak, TriMet bus and MAX, Greyhound bus, taxis and the future Portland Streetcar Broadway Bridge line.

Freight Projects

Four comments were provided on one of the two freight projects:

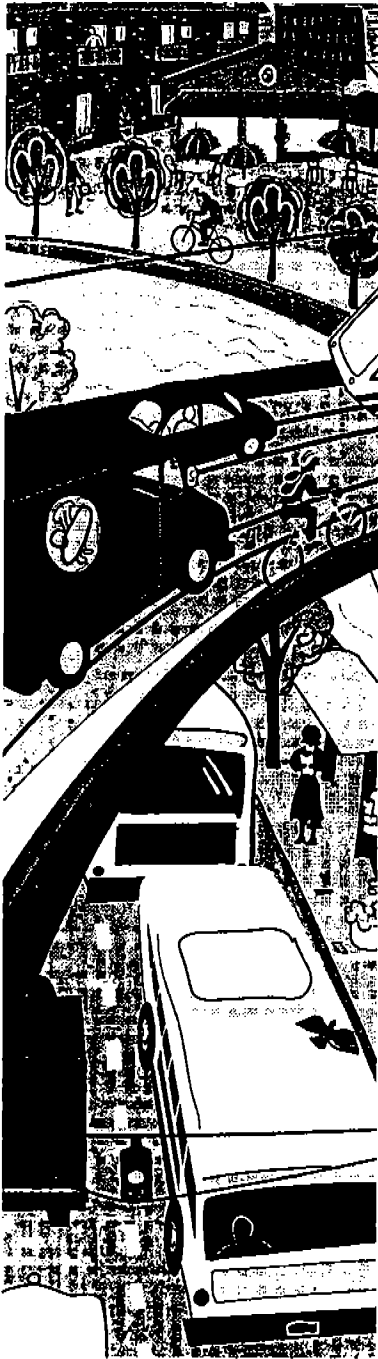
MLK: Columbia To Lombard (PE only)(4)

This grade-separation project is seen as greatly enhancing rail operations and improving slow highway traffic as well. One comment said it was part of a well thought-out freight system and will improve the flow of freight through the city.

Bridge Projects

Broadway Bridge (Span 7)

One comment was received on the proposed painting of the Broadway Bridge Span 7, indicating it would complete full rehabilitation of the bridge for long-term preservation.



Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Supplemental Public Comment Summary

A summary of additional comments received on projects submitted for consideration of regional flexible funds for the years 2006 and 2007

June 6, 2003



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Section 1 Summary of comments



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Summary of Public Hearing Comments June 6, 2003

Introduction

Transportation Priorities 2004-07 is the regional process to identify which projects identified in the Regional Transportation Plan will receive regional flexible funds based on refined policy direction adopted by the Joint Policy Advisory Committee on Transportation and the Metro Council in July 2002. Regional flexible funds come from two different federal grant programs: the Surface Transportation and Congestion Mitigation/Air Quality programs.

Approximately \$53 million is expected to be available to the Portland metropolitan region from these grant programs for the years 2006 and 2007. Of this amount, \$18 million has been previously committed to development of light rail in the Interstate Avenue and South corridors, commuter rail in Washington County, transportation infrastructure supporting development of the North Macadam area and the Boeckman Road project in Wilsonville.

The Transportation Priorities 2004-07 process will consider whether to confirm these prior commitments and identify which transportation projects and programs will receive the remaining \$35 million.

In mid-May, JPACT provided Metro staff with policy direction on narrowing the first cut list to match the amount of funding available. On May 27, 2003, the Metro Council released the Metro staff recommendation for public comment. On June 3, 2003, the Transportation Policy Advisory Committee reviewed and approved some changes to the Metro staff recommendation. The Metro staff and TPAC recommendations and details about how both recommendations were developed are available to download.

On June 5, 2003, the Metro Council received public testimony on both recommendations as part of a public hearing. Comments received during the public hearing will be forwarded to JPACT and the Metro Council for consideration.

This summary includes the oral and written comments received at this meeting or sent to Metro by this date. A total of 161 comments were received at the hearing.

In addition, a small group of comments was sent to Metro but missed being included in the May 23, 2003 compilation of public comments. These comments are also summarized below and have been added to the total comments.

Public Hearing Comments in General

Most comments were in favor of specific projects or programs including the St. Johns Pedestrian Improvements, the 223rd Avenue Railroad Under Crossing, Sunnyside Road project, Gresham Civic Station and the Transit Oriented Development program. Five comments supported the Staff Recommendation in general. Several comments were in favor of a balanced, multi-modal transportation system.

Comments by Mode

Transit Oriented Development (37 comments)

Thirty-four comments and letters were received in favor of funding the Metro Transit Oriented Development (TOD) program, as provided in the Staff Recommendation. Three comments favored the Urban Center Program.

Road Modernization (18 comments)

Many comments were received in support of two projects that were not included in the Staff or the TPAC recommendations - the 223rd Avenue Railroad Undercrossing and Sunnyside Road. Nine comments were in favor of the 223rd Avenue Railroad Under Crossing and nine comments supported the Sunnyside Road project. Two comments were received on the 10th Avenue East Main to Baseline project.

Bike/Trail (15 comments)

A total of 15 comments were received at the hearing on Bike/Trail projects. Five projects were in support of the Trolley Trail and three projects were in support of the Beaverton Powerline Trail. Three comments supported the Rock Creek Trail, which was not included in the Staff Recommendation or TPAC recommendation. Four comments were in favor of bicycle access and improvements in general.

Pedestrian projects (13 comments)

A total of 13 comments were received on all Pedestrian projects. Eight comments were in favor of funding the St. Johns Pedestrian Improvements, which was included in the Staff recommendation, but not included in the TPAC recommendation. Three comments favored the Tacoma Street project, which was not included in the Staff or TPAC Recommendations. The Central Eastside Bridgeheads received two comments of support.

Transit projects (11 comments)

Eleven comments supported transit projects, including eight for the Gresham Civic Station TOD funding in the Staff Recommendation.

Road Reconstruction (8 comments)

Seven comments were received on the Division Street project, which was included in the Staff and TPAC recommendations. One comment was received on the Lake Road project, which was not included in the Staff or TPAC Recommendations.

Boulevard projects (3 comments)

Three comments were in support of the boulevard retrofit of McLoughlin Boulevard from I-205 to Highway 43 Bridge project in Oregon City.

Other projects

Two comments were received on Freight projects and two comments were received on the Regional Transportation Options TDM Core program. One comment was in favor of the Powell/Foster Corridor Plan. No comments were received on the Bridge and Green Streets projects.

Additional comments received during public comment period

Twenty comments were received by May 10 but inadvertently left out of the May 23rd Public Comment Summary. They included 15 letters in favor of the 223rd Avenue Railroad Under Crossing and three letters in favor of the Division Street project. One comment was in favor of the Tigard Pedestrian Improvements and one in favor of the St. Johns Pedestrian Improvements.

A petition, signed by 31 people, was received after the close of the public comment period but prior to the Metro Council public hearing. The petition is in favor of Frequent Bus Corridor improvements, particularly highlighting the need for safer street crossings to improve access to bus stops on Tualatin Valley Highway between Hillsboro and Beaverton.

Total of All Public Comments

A total of 1,145 public comments were received on all projects during the public comment period (April 16 – May 10, 2003) and during the public hearing on June 5, 2003. Overall interest in this cycle of funding was high, with nearly twice as many comments received compared to the previous Transportation Priorities funding process.

Thank you to all who took the time to provide comments for projects and programs in the Transportation Priorities 2004-07 program.

Transportation Priorities 2004-07 Metro Staff Recommended 100% List

Rank	Bike/Trail	Requested Amount	Rank	Boulevard	Requested Amount	Rank	Bridge	Requested Amount			
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding					
1	pb2	Willamette Greenway: River Forum to River Parkway (Res # 03-3290)	n/a	1	ptod1	N Macadam TOD (Res # 03-3290)	n/a				
2	cb1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	2	pbld1	102nd Ave: Weidler to Burnside	\$1,000				
3	wb1	Beaverton Powerline Trail: LRT to Schuopback Park	\$0.431	4	cbld1	McLoughlin: I-205 to Hwy 43 Bridge	\$3,000				
4	wb3	Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386	4	wm9	Rose Bigg: LRT to Crescent	\$1,000				
Subtotal:			\$1,661	Subtotal:			\$5,000	Subtotal:	\$0.00		
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding					
5	wb2	Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	2	pbld1	102nd Ave: Weidler to Burnside	\$2,350				
6	pb1	E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1,049	2	mbld1	Stark St. Ph. 2a 190th to 191st	\$1,000				
7	mb1	Gresham/Fairview Trail: Burnside to Division	\$0.630	n/a	mbld1	Stark St. Ph. 2b 191st to 197th	\$0,800	pb1	Broadway Bridge Span 7 painting	\$2,500	
Subtotal:			\$1,895	Subtotal:			\$14,108	Subtotal:	\$2,500		
Mode Category Total:			\$3,556	Mode Category Total:			\$19,108	Mode Category Total:		\$2,500	
Green Streets			Freight			Planning					
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding					
1	msg1	Yamhill Recon: 190th to 197th	\$0.450	n/a	rplh5	I-5/99W Connector Corridor Study	\$0,500	n/a	rpln1	Metro MPO required planning	\$1,709
2	pgs1	Cully Blvd Recon: PE	\$0.773	1	wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only) Change to: PE for I-5/99W Corridor & Wash Co. Arterial Studies Freight Priority	\$2,000	n/a	rpln3	Powell/Foster Corridor Plan (Phase II)	\$0,200
1	msg3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,000	2	pf1	MLK: Columbia to Lombard (PE only)	\$2,000	n/a	rpln4	RTP Corridor Plan - Next Priority Corridor	\$0,500
Subtotal:			\$2,223	Subtotal:			\$5,967	Subtotal:			\$2,409
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding					
1	msg3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0.470	1	wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$0,818	n/a	rpln2	Livable Communities on Major Streets	\$0,276
2	pgs1	Cully Blvd Recon: ROW/Construction	\$1,700	Subtotal:			\$0,818	n/a	rpln1	Union Station Multi-modal Facility Development	\$0,300
3	msg2	Civic Drive Recon: LRT to 13th	\$0.250	Subtotal:			\$6,785	Subtotal:			\$0,576
Subtotal:			\$2,420	Subtotal:			\$6,785	Subtotal:			\$2,985
Mode Category Total:			\$4,643	Mode Category Total:			\$6,785	Mode Category Total:			\$2,985
Pedestrian			Road Modernization			Road Reconstruction					
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding					
1	wped1	For. Grove TC Ped Improvements	\$0.900	n/a	cm1	Boeckman Rd: 95th to Grahams Ferry	\$1,956	1	pr1	Division: 6th to 39th (Streetscapu plan to 60th)	\$2,500
2	pped1	Central Eastside Bridgeheads	\$1,456	11	prm1	SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a	3	cm1	Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481
6	pped2	St. Johns TC Ped Improvements	\$0.967	10	wm6	10th Ave: E Main to Baseline	\$1,346	4	pr2	SE 39th: Burnside to Holgate (PE only)	\$0,400
Subtotal:			\$3,323	Subtotal:			\$3,302	Subtotal:			\$2,500
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding					
3	wped2	Hillsboro RC Ped Improvements	\$0.522	1	wm4	Cornell Road: Evergreen to Bethany (PE only)	\$1,088	2	mrr1	242nd Ave.: Gilson to Stark	\$0,550
4	wped3	Tigard TC Ped Improvements	\$0.203	2	wm10	Greenberg Rd.: Shady Lane to North Dakota	\$1,789	3	cm1	Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481
5	pped3	Tacoma St: 6th to 21st	\$1,278	3	wm7	Murray Blvd: Science Park to Cornell	\$1,811	4	pr2	SE 39th: Burnside to Holgate (PE only)	\$0,400
7	wped4	Merlo Rd.: LRT Station to 170th	\$0.271	4	wm12	Baseline/Jenkins ATMS	\$0,449	5	pr3	W Burnside: 19th to 23rd	\$3,589
8	pped1	Molalla Ave.: Gaffney to Fir	\$0.800	5	mm1	223rd Ave. Railroad Under Xing	\$3,400	Subtotal:			\$6,020
Subtotal:			\$3,074	Subtotal:			\$26,904	Subtotal:			\$6,020
Mode Category Total:			\$6,397	Mode Category Total:			\$30,206	Mode Category Total:			\$8,520
Regional Transportation Options			TOD			Transit					
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding					
n/a	rdm1	RTO: TDM Core Program	\$1,500	n/a	rod1	Metro TOD Program @ \$1 m 06-07	\$2,000	n/a	nr1	Metro Res. 03-3290; South Corridor, Washington Co. Commuter Rail, North Macadam Development	\$16,000
n/a	rdm1	RTO: TMA Assistance/Programs	\$0,818	n/a	rod1	Metro TOD Program increase of \$.5 m/ year in 06-07	\$1,000	1	nr2	Frequent Bus Corridors	\$2,250
n/a	rdm1	RTO: 2040 Initiatives Programs	\$0,538	1	rod2	Urban Center Program	\$1,000	4	nr2	Gresham Civic Station TOD	\$2,000
n/a	rdm1	RTO: Non-Metro or TM Administered TDM Programs	\$0,279	Subtotal:			\$4,000	5	nr2	North Macadam Transit Access (Res # 03-3290)	n/a
1	ptdm1	Interstate Ave. TravelSmart	\$0,300	Subtotal:			\$4,000	7	nr5	North Macadam Infrastructure (Res # 03-3290)	n/a
2	stam1	I-5 Corridor TDM Plan	\$0,112	Subtotal:			\$3,547	Subtotal:			\$20,250
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding					
n/a	rdm1	RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0,500	n/a	rod1	Metro TOD Program increase of \$.5 m per year in 04/05	\$1,000	1	nr2	Frequent Bus Corridors	\$5,359
2	stam1	I-5 Corridor TDM Plan	\$0,112	n/a	rod1	Metro TOD Program restoration of \$.25 m 04-05	\$0,500	2	nr3	Local Focus Areas	\$1,205
3	cldm1	Cleackamas RC TMA Shuttle	\$0,129	2	cr1	Cleackamas RC TOD/P&R (PE only)	\$0,250	3	pr1	102nd Bus Stops	\$0,135
Subtotal:			\$0,741	Subtotal:			\$1,750	Subtotal:			\$11,924
Mode Category Total:			\$4,288	Mode Category Total:			\$5,750	Mode Category Total:			\$32,174

List Grand Total: \$54,182
Expected 2006-07 Funding Authorized: \$53.75

Transportation Priorities 2004-07 TPAC Recommended 100% List

Rank	Bike/Trail	Requested Amount	Rank	Boulevard	Requested Amount	Rank	Bridge	Requested Amount
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	<i>pb2 Willamette Greenway: River Forum to River Parkway</i>	\$1,256	1	plod1 N Macadam TOD (Res # 03-3290)	n/a			
2	cb1 Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	2	<i>pbvd1 102nd Ave: Weidler to Burnside</i>	\$1,378			
3	wb1 Beaverton Powerline Trail: LRT to Schuepbach Park	\$0.431	4	cbvd1 McLoughlin: I-205 to Hwy 43 Bridge	\$3,000			
4	wb3 Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386						
	Subtotal:	\$2,917		Subtotal:	\$4,378		Subtotal:	\$0.00
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
5	wb2 Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	2	pbvd1 102nd Ave: Weidler to Burnside	\$2,350			
6	pb1 E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1,049	2	mbvd1 Stark St. Ph. 2a 190th to 191st	\$1,000			
7	mb1 Gresham/Fairview Trail: Burnside to Division	\$0.630	n/a	mbvd1 Stark St. Ph. 2b 191st to 197th	\$0,800	pb1	Broadway Bridge Span 7 painting	\$2,500
	Subtotal:	\$1,895	4	<i>wm9 Rose Bigg: LRT to Crescent</i>	\$1,908			
			8	pbvd3 Burnside: W 19th to E 14th (PE only)	\$2,000			
			7	pbvd2 Killingsworth: Interstate to MLK (PE only)	\$1,000			
			8	wbvd1 Cornell: Murray to Saltzman (construction)	\$2,500			
			8	wbvd1 Cornell: Murray to Saltzman (ROW)	\$1,000			
			9	cbvd2 Boones Ferry: Kruse to Madrona (PE and ROW)	\$2,550			
	Subtotal:	\$15,108		Subtotal:	\$2,500			
	Mode Category Total:	\$4,812		Mode Category Total:	\$19,486		Mode Category Total:	\$2,500
Rank	Great Streets	Requested Amount	Rank	Freight	Requested Amount	Rank	Planning	Requested Amount
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	mgs1 Yarnhill Recon: 190th to 197th	\$0.450	n/a	rp15 I-5/99W Connector Corridor Study	\$0.500	n/a	rp11 Metro MPO required planning	\$1,709
2	pgs1 Cully Blvd Recon: PE	\$0.773	1	wf1 Tualatin-Sherwood Rd.: Hwy 99 to Taton (PE only) Change to: PE for I-5/99W Corridor & Wash Co. Arterial Studies Freight Priority	\$2,000	n/a	rp13 Powell/Foster Corridor Plan (Phase II)	\$0.200
1	mgs3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,000	2	pf1 MLK: Columbia to Lombard (PE only)	\$2,000	n/a	rp14 RTP Corridor Plan - Next Priority Corridor	\$0.500
	Subtotal:	\$2,223	n/a	rp16 Regional Freight Data Collection	\$0.500	n/a	<i>pp11 Union Station Multi-modal Facility Development</i>	\$0.300
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
1	mgs3 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0.470	1	wf1 Tualatin-Sherwood Rd.: Hwy 99 to Taton (PE only)	\$0.818	n/a	rp12 Livable Communities on Major Streets	\$0.276
2	pgs1 Cully Blvd Recon: ROW/Construction	\$1,700						
3	mgs2 Civic Drive Recon: LRT to 13th	\$0.250						
	Subtotal:	\$2,420		Subtotal:	\$0.818		Subtotal:	\$0.276
	Mode Category Total:	\$4,643		Mode Category Total:	\$5,818		Mode Category Total:	\$2,985
Rank	Pedestrian	Requested Amount	Rank	Road Modernization	Requested Amount	Rank	Road Reconstruction	Requested Amount
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
1	wped1 For. Grove TC Ped Improvements	\$0.900	n/a	cm1 Boeckman Rd: 95th to Grahams Ferry	\$1,956	1	pr1 Division: 6th to 39th (Streetscape plan to 60th)	\$2,500
2	pped1 Central Eastside Bridgeheads	\$1,456	11	pm1 SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a			
	Subtotal:	\$2,356	10	wm6 10th Ave: E Main to Baseline	\$1,346			
			12	<i>wm8 Murray Blvd: Scholls Ferry to Barrows (PE only)</i>	\$0,986			
				Subtotal:	\$4,288			
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
3	wped2 Hillsboro RC Ped Improvements	\$0.522	1	wm4 Cornell Road: Evergreen to Bethany (PE only)	\$1,088	2	mr1 242nd Ave.: Glisan to Stark	\$0.550
4	wped3 Tigard TC Ped Improvements	\$0.203	2	wm10 Greenberg Rd.: Shady Lane to North Dakota	\$1,789	3	crr1 Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481
5	pped3 Tacoma St: 6th to 21st	\$1,278	3	wm7 Murray Blvd: Science Park to Cornell	\$1,811	4	pr2 SE 39th: Burnside to Holgate (PE only)	\$0,400
6	<i>pped2 St. Johns TC Ped Improvements</i>	\$1,934	4	wm12 Baseline/Jenkins ATMS	\$0,449	5	pr3 W Burnside: 19th to 23rd	\$3,589
7	wped4 Merlo Rd.: LRT Station to 170th	\$0,271	5	mm1 223rd Ave. Railroad Under Xing	\$3,400			
8	cped1 Molalla Ave.: Gaffney to Fir	\$0,800	6	wm11 Farmington Rd. @ Murray intersection	\$2,618			
	Subtotal:	\$5,008	7	wm3 Farmington Rd: 170th to 185th (PE only)	\$1,197			
			8	wm1 Highway 8 Intersection @ 10th	\$0,797			
			9	pm2 SE Foster/Barbara Welch intersection	\$3,500			
			12	wm8 Murray Blvd: Scholls Ferry to Barrows (construction)	\$1,593			
			13	cm5 Clackamas Railroad Xing Traveler Info	\$0,385			
			14	cm4 Wilsonville Rd. Traveler Info	\$0,105			
			15	cm6 I-205 Johnson Cr Blvd interchange design/PE	\$0,600			
			16	wm5 185th Ave.: Westview HS to W Union (PE only)	\$0,581			
			17	cm2 Sunnyside Rd: 142nd to 152nd	\$4,000			
			18	wm2 Farmington Rd.: 185th to 198th (PE only)	\$1,005			
			19	cm3 Kinsman Rd: Barber to Boeckman	\$1,000			
	Subtotal:	\$30,206		Subtotal:	\$25,918		Subtotal:	\$6,020
	Mode Category Total:	\$7,364		Mode Category Total:	\$30,206		Mode Category Total:	\$8,520
Rank	Regional Transportation Options	Requested Amount	Rank	TOD	Requested Amount	Rank	Transit	Requested Amount
Recommended for 2006-07 Funding			Recommended for 2006-07 Funding			Recommended for 2006-07 Funding		
n/a	<i>rtod1 RTO: TDM Core Program</i>	\$1,000	n/a	rtod1 Metro TOD Program @ \$1 m 06-07	\$2,000	n/a	rt1 Metro Res. 03-3290: South Corridor, Washington Co. Commuter Rail, North Macadam Development	\$16,000
n/a	rtod1 RTO: TMA Assistance/Programs	\$0.818	1	rtod2 Urban Center Program	\$1,000	1	<i>rr2 Frequent Bus Corridors</i>	\$3,750
n/a	rtod1 RTO: 2040 Initiatives Programs	\$0,538				4	mt2 Gresham Civic Station TOD	\$2,000
n/a	rtod1 RTO: Non-Metro or TM Administered TDM Programs	\$0,279				5	rt6 North Macadam Transit Access (Res # 03-3290)	n/a
1	pldm1 Interstate Ave. TravelSmart	\$0,300				7	rt5 North Macadam Infrastructure (Res # 03-3290)	n/a
2	slod1 I-5 Corridor TDM Plan	\$0,112						
	Subtotal:	\$3,047		Subtotal:	\$3,000		Subtotal:	\$21,750
Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding			Not Recommended for 2006-07 Funding		
n/a	<i>rtod1 RTO: TDM Core Program</i>	\$0.500	n/a	<i>rtod1 Metro TOD Program increase of \$.5 m/ year In 06-07</i>	\$1,000	1	<i>rr2 Frequent Bus Corridors</i>	\$3,859
n/a	rtod1 RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0,500	n/a	rtod1 Metro TOD Program increase of \$.5 m/ year in 04/05	\$1,000	2	rt3 Local Focus Areas	\$1,205
			n/a	rtod1 Metro TOD Program restoration of \$.25 m 04-05	\$0,500	3	pr1 102nd Bus Stops	\$0,135
2	slod1 I-5 Corridor TDM Plan	\$0,112	2	ctr1 Clackamas RC TOD/P&R (PE only)	\$0,250	4	mt2 Gresham Civic Station TOD	\$1,450
3	clod1 Clackamas RC TMA Shuttle	\$0,129				8	ctr2 South Metro Amtrak Station	\$0,700
	Subtotal:	\$1,241		Subtotal:	\$2,750	8	rt4 Hybrid Bus Expansion	\$2,244
						9	atr1 Jantzen Beach Access	\$0,449
						10	mr1 Rockwood Bus/MAX Xfer	\$0,382
	Subtotal:	\$4,288		Subtotal:	\$5,750		Subtotal:	\$10,424
	Mode Category Total:	\$4,288		Mode Category Total:	\$5,750		Mode Category Total:	\$32,174
							List Grand Total:	\$54,168
							Expected 2006-07 Funding Authorized:	\$53,75

**Transportation Priorities 2004-07:
Investing in the 2040 Growth Concept**

Draft Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pbl1) and (mbl2): The 102nd Avenue Boulevard and McLoughlin Boulevard: I-205 to Highway 43 Bridge projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Bridge

No bridge projects have been nominated for further funding.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guide books (Metro; June 2002).

(pgs1): The Cully Boulevard project must demonstrate that outreach will be provided to the Hispanic community located in the vicinity of the project alignment to encourage participation in the project design and construction mitigation prior to obligation of funds.

Freight

(pfl): The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.

(wfl): The Tualatin-Sherwood Road preliminary engineering funding of \$2 million will be placed in reserve until completion of Washington County's South Arterial Improvement Concept Feasibility Study and identification of an arterial project to serve freight needs in south Washington County.

Planning

(rpln4): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wped1): The Forest Grove pedestrian project may expand the project scope area to include the portion of 21st Avenue and A Street that is within the designated town center and should address pedestrian crossings in addition to sidewalk improvements.

~~(pped2): Both the pedestrian and freight elements of the St. Johns improvement shall be designed and constructed in tandem. The design process shall include involvement of community residents, businesses and area freight interests to ensure the design is consistent with the St. Johns truck strategy report and the adopted St. Johns town center and Lombard main street plans.~~

Road Modernization

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wrm6): The city of Hillsboro must demonstrate that outreach to notify and make aware of construction mitigation choices to the Hispanic community in the vicinity of this alignment prior to obligation of funds. The project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro; June 2002).

(wrm8): The Murray extension: Scholls Ferry to Barrows project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(crm2): While the Sunnyside Road project from 142nd to 152nd is not designated to receive funds from the Transportation Priorities 2006-07 allocations, the Sunnyside Road modernization project from 142nd to 172nd is designated as the region's priority for future funding from new transportation revenues being considered by the 2003 Oregon Legislature (commonly referred to as OTIA III).

Prior to construction of the Sunnyside Road; 142nd to 172nd segment, Clackamas County and affected cities shall work with the region to develop an updated comprehensive transportation strategy for the corridor connecting the Damascus town center and the Clackamas regional center. This strategy shall be coordinated with the concept planning for the Damascus urban growth boundary area and adopted in the regional transportation plan and local transportation system plan updates. Should funds become available for the construction of the segment between 142nd and 152nd prior to the completion of this planning work, construction could proceed in that segment.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pr1): The Division Street reconstruction project will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Regional Travel Options

(ptdm1): Promotional material for the Interstate TravelSmart program will include language to be provided by Metro explaining the source of program funds and purpose of the Transportation Priorities program.

(stdm1): The I-5 Corridor TDM Plan is subject to matching funds from the Oregon Department of Transportation and/or Washington State.

(rtdm1): The Regional Travel Options core program, TMA assistance and 2040 initiatives allocations for 2004-07 are subject to completion of a strategic work plan for the program.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(rtod1): Upon completion of a full funding grant agreement, station areas of the Airport MAX, Interstate MAX, I-205 MAX, and Washington County commuter rail are eligible for TOD program project support.
Transit

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may

provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

I:\trans\transadm\share\Res 03-335 Attachment H.doc

JPACT Recommendation

June 12, 2003

Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
1 pb2 Parkway (Res # 03-3290)	n/a	1 ptod1 N Macadam TOD (Res # 03-3290)	n/a		
2 cb1 Trolley Trail: Jefferson to Courtney (PE to Glen Ech)	\$0.844	2 pbld1 102nd Ave: Weldler to Burnside	\$1,000		
3 wb1 Beaverton Powerline Trail: LRT to Schuepback Park	\$0.431	4 cbld1 McLoughlin: I-205 to Hwy 43 Bridge	\$3,000		
4 wb3 Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386				
Subtotal:	\$1.661	Subtotal:	\$4,000	Subtotal:	\$0.00
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
5 wb2 Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	2 pbld1 102nd Ave: Weldler to Burnside	\$2,350		
6 pb1 E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1,049	2 mbld1 Stark St. Ph. 2a 190th to 191st	\$1,000		
7 mb1 Gresham/Fairview Trail: Burnside to Division	\$0.630	n/a mbld1 Stark St. Ph. 2b 191st to 197th	\$0,800	pb1 Broadway Bridge Span 7 painting	\$2,500
		4 wrm9 Rose Bigg: LRT to Crescent	\$1,908		
		6 pbld3 Burnside: W 19th to E 14th (PE only)	\$2,000		
		7 pbld2 Killingsworth: Interstate to MLK (PE only)	\$1,000		
		8 wblvd1 Cornell: Murray to Saltzman (construction)	\$2,500		
		8 wblvd1 Cornell: Murray to Saltzman (ROW)	\$1,000		
		8 cbld2 Boones Ferry: Kruse to Madrona (PE and ROW)	\$2,550		
Subtotal:	\$1,895	Subtotal:	\$15,108	Subtotal:	\$2,500
Mode Category Total:	\$3,556	Mode Category Total:	\$19,108	Mode Category Total:	\$2,500
Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
1 mgs1 Yamhill Recon: 190th to 197th	\$0.450	n/a rpln5 I-5/99W Connector Corridor Study	\$0.500	n/a rpln1 Metro MPO required planning	\$1,709
2 pgs1 Cully Blvd Recon: PE	\$0.773	1 wf1 Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$2,000	n/a rpln3 Powell/Foster Corridor Plan (Phase II)	\$0.200
		Change to: PE for I-5/99W Corridor & Wash Co. Arterial Studies Freight Priority	\$2,000	n/a rpln4 RTP Corridor Plan - Next Priority Corridor	\$0.500
		2 pf1 MLK: Columbia to Lombard (PE only)	\$2,000		
		n/a rpln6 Regional Freight Data Collection	\$0.500		
		6 pped2 St. Johns TC Ped Improvements	\$0.967		
Subtotal:	\$1,223	Subtotal:	\$5,967	Subtotal:	\$2,409
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
1 mgs3 Stark	\$1,470	1 wf1 Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$0.818	n/a rpln2 Livable Communities on Major Streets	\$0.276
2 pgs1 Cully Blvd Recon: ROW/Construction	\$1,700			n/a ppln1 Union Station Multi-modal Facility Development	\$0.300
3 mgs2 Civic Drive Recon: LRT to 13th	\$0.250				
Subtotal:	\$3,420	Subtotal:	\$0.818	Subtotal:	\$0.576
Mode Category Total:	\$4,643	Mode Category Total:	\$6,785	Mode Category Total:	\$2,985
Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
1 wped1 For. Grove TC Ped Improvements	\$0.900	n/a cml1 Boeckman Rd: 95th to Grahams Ferry	\$1,956	1 pr1 60th)	\$2,500
2 pped1 Central Eastside Bridgeheads	\$1,456	5 nwm1 223rd Ave. Railroad Under Xing	\$1,000		
6 pped2 St. Johns TC Ped Improvements	\$0.967	10 wrm6 10th Ave: E Main to Baseline	\$1,346		
		11 pm1 SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a		
		12 wrm8 Murray Blvd: Scholls Ferry to Barrows	\$0,986		
Subtotal:	\$3,323	Subtotal:	\$5,288	Subtotal:	\$2,500
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
3 wped2 Hillsboro RC Ped Improvements	\$0.522	1 wrm4 Cornell Road: Evergreen to Bethany (PE only)	\$1,088	2 mrr1 242nd Ave.: Gilsan to Stark	\$0.550
4 wped3 Tigard TC Ped Improvements	\$0.203	2 wrm10 Greenberg Rd.: Shady Lane to North Dakota	\$1,789	3 crr1 Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1,481
5 pped3 Tacoma St: 6th to 21st	\$1,278	3 wrm7 Murray Blvd: Science Park to Cornell	\$1,811	4 pr2 SE 39th: Burnside to Holgate (PE only)	\$0.400
7 wped4 Merlo Rd.: LRT Station to 170th	\$0.271	4 wrm12 Baseline/Jenkins ATMS	\$0,449	5 pr3 W Burnside: 19th to 23rd	\$3,589
8 cped1 Molalla Ave.: Gaffney to Fir	\$0.800	5 mmm1 223rd Ave. Railroad Under Xing	\$2,400		
		6 wrm11 Farmington Rd. @ Murray intersection	\$2,618		
		7 wrm3 Farmington Rd: 170th to 185th (PE only)	\$1,197		
		8 wrm1 Highway 8 Intersection @ 10th	\$0,797		
		9 pm2 SE Foster/Barbara Welch Intersection	\$3,500		
		12 wrm8 Murray Blvd: Scholls Ferry to Barrows	\$1,593		
		13 cmm5 Clackamas Railroad Xing Traveler Info	\$0,385		
		14 cmm4 Wilsonville Rd. Traveler Info	\$0,105		
		15 cmm6 I-205 Johnson Cr Blvd interchange design/PE	\$0,600		
		16 wrm5 185th Ave.: Westview HS to W Union (PE only)	\$0,581		
		17 cmm2 Sunnyside Rd: 142nd to 152nd	\$4,000		
		18 wrm2 Farmington Rd.: 185th to 198th (PE only)	\$1,005		
		19 cmm3 Kinsman Rd: Barber to Boeckman	\$1,000		
Subtotal:	\$3,074	Subtotal:	\$24,918	Subtotal:	\$6,020
Mode Category Total:	\$6,397	Mode Category Total:	\$30,206	Mode Category Total:	\$8,520
Recommended for 2006-07 Funding		Recommended for 2006-07 Funding		Recommended for 2006-07 Funding	
n/a rtdm1 RTO: TDM Core Program	\$1,000	n/a rtd1 Metro TOD Program @ \$1 m 06-07	\$2,000	n/a nr1 Metro Res. 03-3290; South Corridor, Washington Co. Commuter Rail, North Macadam Development	\$18,000
n/a rtdm1 RTO: TMA Assistance/Programs	\$0.818	n/a rtd1 Metro TOD Program increase of \$.5 m/ year in 06-07	\$1,000	1 nr2 Frequent Bus Corridors	\$2,250
n/a rtdm1 RTO: 2040 Initiatives Programs	\$0.538	1 rtd2 Urban Center Program	\$1,000	1 nr2 Frequent Bus corridors (RTO reserve accou	\$0,500
n/a rtdm1 RTO: Non-Metro or TM Administered TDM Program	\$0,279			4 nr2 Gresham Civic Station TOD	\$2,000
1 ptdm1 Interstate Ave. TravelSmart	\$0,300			5 nr6 North Macadam Transit Access (Res # 03-3290)	n/a
2 stdm1 I-5 Corridor TDM Plan	\$0,112			7 nr5 North Macadam Infrastructure (Res # 03-3290)	n/a
Subtotal:	\$3,047	Subtotal:	\$4,000	Subtotal:	\$20,750
Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding		Not Recommended for 2006-07 Funding	
n/a rtdm1 RTO: TDM Core Program	\$0.500	n/a rtd1 04/05	\$1,000	1 nr2 Frequent Bus Corridors	\$4,859
n/a rtdm1 RTO: TMA and 2040 Initiatives 04-05 Add Back	\$0.500	n/a rtd1 Metro TOD Program restoration of \$.25 m 04-05	\$0,500	2 nr3 Local Focus Areas	\$1,205
		2 ctr1 Clackamas RC TOD/P&R (PE only)	\$0,250	3 ptr1 102nd Bus Stops	\$0,135
2 stdm1 I-5 Corridor TDM Plan	\$0,112			4 nr2 Gresham Civic Station TOD	\$1,450
3 ctdm1 Clackamas RC TMA Shuttle	\$0,129			6 nr2 South Metro Amtrak Station	\$0,700
				8 nr4 Hybrid Bus Expansion	\$2,244
				9 nr1 Jantzen Beach Access	\$0,449
				10 nr1 Rockwood Bus/MAX Xfer	\$0,382
Subtotal:	\$1,241	Subtotal:	\$1,750	Subtotal:	\$11,424
Mode Category Total:	\$4,288	Mode Category Total:	\$5,750	Mode Category Total:	\$32,174

List Grand Total: \$54,168

Expected 2006-07 Funding Authorized: \$53.75

Bold and italicized text represents a change from the Metro staff recommendation.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3335, FOR THE PURPOSE OF ALLOCATING \$53.75 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE FEDERAL FISCAL YEARS 2006 AND 2007 PENDING AIR QUALITY CONFORMITY DETERMINATION.

Date: June 19, 2003

Prepared by: Andrew C. Cotugno

BACKGROUND

The Transportation Priorities 2004-07; Investing in the 2040 Growth Concept program allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecast to receive \$53.75 million from these sources in the federal fiscal years of 2006 and 2007. Previous allocations have identified projects and programs to receive funds during the fiscal years of 2004 and 2005.

Prior to the application process, an outreach process identified a general policy direction for the allocation of these funds. The primary objective of the program as adopted by the Metro Council is to leverage economic development through investments that support Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include emphasizing modes that do not have other sources of dedicated revenue, completing gaps in modal systems and developing a multi-modal transportation system.

More than 80 project and program applications were received requesting more than \$140 million. A technical ranking of projects was completed for the project applications within twelve modal categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between April 10th and May 16th.

Further policy direction was provided by the Metro Council and JPACT to direct staff on how to narrow the First Cut List to a draft staff recommended Final Cut List. The direction included honoring past commitments for these funds and continuing funding of Metro planning. The direction also included funding projects in all 2040 mixed-use and industrial land areas and emphasizing non-road or bridge projects in mixed-use areas to maximize development and multi-modal objectives. Finally, all projects and programs were to be screened based on their relationship to the implementation of mixed-use and/or industrial area plans and development using the 2040 technical score and qualitative issues identified in project applications or through public comments.

The staff recommended Final Cut List and an explanation of the recommendation is attached as Exhibit A. Also summarized in Exhibit A are amendments considered by TPAC – three that passed and two that failed. The draft conditions of program approval, directing applicants on tasks to be completed as a condition of receiving funds, is attached as Attachment G to Exhibit A.

ANALYSIS/INFORMATION

1. **Known Opposition** The staff recommendation and the TPAC recommendation received split votes at TPAC reflecting partial disagreement.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21st Century or TEA-21). The allocation process is intended to implement the Transportation Priorities 2004-07 program policies as defined by Metro Resolution No. 02-3206.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program.

RECOMMENDED ACTION

Approve Resolution 03-3335 as recommended.