

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING) RESOLUTION NO 97-2475
CRITERIA FOR COMMITTING)
REGIONAL TRANSPORTATION) Introduced by Councilors Lisa Naito
FUNDS; ADDING AFFORDABLE) and Ed Washington
HOUSING CRITERIA)

WHEREAS, the Metro Transportation Improvement Program (MTIP) includes Federal Aid programs relating to highways and transit from state and local sources; and

WHEREAS, regional funds for roads not classified as local streets or minor collectors are in the regional Surface Transportation Program (STP) in the MTIP; and

WHEREAS, this regional road fund is a flexible, block grant-type program for which the region uses allocation criteria; and

WHEREAS, the current federal FY 1998 MTIP used the 1996 allocation criteria modified to emphasize projects which enhance the 2040 Growth Concept; and

WHEREAS, the next MTIP, for FY 2000-2004, will be considered next year based, in part, on the new authorization for the Intermodal Surface Transportation Efficiency Act (ISTEA); and

WHEREAS, Metro's acknowledged 1995 Regional Urban Growth Goals and Objectives (RUGGO) include Objective 17 requiring Metro to adopt a strategy for assuring availability of affordable housing; and

WHEREAS, in Metro's 1996 Urban Growth Management Functional Plan, Title 1 requires use of minimum densities in city and county zoning, and Title 7 recommends a series of programs and practices to enhance availability of affordable housing; and

WHEREAS, 1997 amendments to Metro's acknowledged Urban Growth Boundary (UGB) Amendment Procedures in Metro Code 3.01 now require an "urban reserve plan" for all UGB amendments including demonstrations of how a diversity of housing stock and some affordable housing will be provided; and

WHEREAS, the 1997 Regional Framework Plan which is required by the Metro Charter will consider additional policies to implement RUGGO Objective 17; now, therefore,

BE IT RESOLVED:

1. That the 2040 Implementation Program Technical Project Selection Criteria used for the federal FY 1998 MTIP, attached and incorporated herein as Exhibit A, as modified by this resolution, are hereby adopted for use in development of the federal FY 2000 MTIP.

2. That, to assure that regional funding for roads is used to enhance availability of housing affordable to households at or below the Portland Area Median Income as defined by the U.S. Department of Housing and Urban Development, the following change to the Project Selection Criteria is hereby adopted:

ADOPTED by the Metro Council this _____ day of _____ 1997.

WITHDRAWN

Jon Kvistad, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

kaj IAR-01307.DOC



METRO
FY 98

TECHNICAL PROJECT SELECTION CRITERIA

	Current	Proposed
PEDESTRIAN	2040 40 points	<input type="text"/>
	Multi-modal 0 points	<input type="text"/>
	Mode Share ↑/VMT ↓ 25 points	<input type="text"/>
	Cost per VMT ↓ 15 points	<input type="text"/>
	Safety correction 20 points	<input type="text"/>
BICYCLE	2040 40 points	<input type="text"/>
	Connectivity of Regional System 0 points	<input type="text"/>
	Ridership (Usage) 25 points	<input type="text"/>
	Cost per VMT ↓ 15 points	<input type="text"/>
	Safety 20 points	<input type="text"/>
PUBLIC TRANSPORTATION	2040 40 points	<input type="text"/>
	Multi/intermodal 0 points	<input type="text"/>
	Mode Share ↑/VMT ↓ 35 points	<input type="text"/>
	Cost/new rider in 2015/VMT ↓ 25 points	<input type="text"/>
TDM	2040 40 points	<input type="text"/>
	Multi-modal 0 points	<input type="text"/>
	Mode Share ↑ 35 points	<input type="text"/>
	Cost per VMT ↓ 25 points	<input type="text"/>
TOD	2040 40 points	<input type="text"/>
	Multi-modal 0 points	<input type="text"/>
	Mode Share ↑ 25 points	<input type="text"/>
	Cost per VMT ↓ 15 points	<input type="text"/>
	Density ↑ w/in ¼ mile of transit 20 points	<input type="text"/>



METRO
FY 98

TECHNICAL PROJECT SELECTION CRITERIA

	Current	Proposed
ROAD EXPANSION	①2040 40 points	<input type="text"/>
	②Multi-modal 0 points	<input type="text"/>
	③1990 VC (15)/2015 VC (10) 25 points	<input type="text"/>
	④Cost per VHD ↓ 15 points	<input type="text"/>
	⑤Safety 20 points	<input type="text"/>
ROAD RECONSTRUCTION	①2040 40 points	<input type="text"/>
	②Multi-modal 0 points	<input type="text"/>
	③1992 Pavement/2002 Rating 25 points	<input type="text"/>
	④Cost per VMT ↑ in 2015 15 points	<input type="text"/>
	⑤Safety 20 points	<input type="text"/>
FREIGHT	①2040 40 points	<input type="text"/>
	②Multi-modal 0 points	<input type="text"/>
	③System Connectivity 25 points	<input type="text"/>
	④Cost per VHD ↓ 15 points	<input type="text"/>
	⑤Safety 20 points	<input type="text"/>

Pedestrian System

GOAL: Increase Modal Share/Reduce Auto VMT (25 points)

VMT reduction potential for pedestrian projects will be based on reducing automobile trips and making those trips by walking or (walking to transit) instead. The following elements will be considered in determining the projected modal shift for each project from automobile to walk or walk/transit:

Project is located in an area with a high potential for pedestrian activity consistent with 2015 modal targets. (15 Points)

Points	
15	High potential
8	Moderate potential
0	Low potential

Project will correct a deficiency/ significantly improve the pedestrian system in the area such that new pedestrian trips will be generated. (10 Points)

Points	
10	Large decrease in auto trips and VMT
5	Moderate decrease in auto trips and VMT
0	Low decrease in auto trips and VMT

GOAL: Safety (20 points)

Project corrects an existing safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as traffic volume, speed, road width, proximity to schools, and citizen complaints will be considered in determining critical safety problems.

Points	
20	Project will correct an extremely hazardous situation which needs immediate attention.
13	Project will correct an unsafe situation.
0	Project will provide little or no safety improvement.

GOAL: Addresses 2040 Land Use Objectives (40 points)

See Funding Priority Matrix. (Attachment B-1)

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost/VMT reduced (2015 network)

Points	
15	Low Cost/VMT reduced
8	Moderate Cost/VMT reduced
0	High Cost/VMT reduced

TOD	
GOAL: Increase Mode Share (25 points)	
Will the TOD project increase the number of transit, bike, walk trips over the number that would be expected from a development that did <i>not</i> include these public funds for the TOD project?	
Points	
25	High - 50% or greater increase in non-auto trips
13	Medium - 25% or greater increase in non-auto trips
0	Low - less than 25% increase in non-auto trips
GOAL: Density Criteria (20 points)	
Does the TOD project increase the density of land uses within a one-fourth mile radius of transit above the level that would result without these public funds into the TOD project?	
Points	
20	High - 50 percent or greater increase in persons per acre within a one-fourth mile radius.
10	Medium - 25 percent or greater increase in persons per acre within a one-fourth mile radius.
0	Low - less than 25 percent increase in persons per acre with a one-fourth mile radius.
GOAL: 2040 Criteria(40 points)	
See Funding Priority Matrix. (Attachment B-1)	
GOAL: Cost-Effectiveness Criteria (15 points)	
Cost per VMT reduced	
Points	
15	Low cost/VMT reduced
8	Medium cost/VMT reduced
0	High cost/VMT reduced

Bike

GOAL: Ridership (Usage) (25 points)

Ridership (Usage) (25 points)

What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2015 modal targets?

Points	
25	High
13	Medium
0	Low

GOAL: Safety (20 points)

Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling.

Points	
20	High auto ADT and narrow
10	High auto ADT and wide
0	Low auto ADT; narrow & curves

Other safety factors (blind curves, high truck volume, soft shoulders, high reported accident rate).

Points	
5	Yes
0	No

GOAL: Address 2040 Land Use Objectives (40 points)

See regional and local bikeway rows on *2040 Transportation Prioritization Criteria Matrix*. (Attachment B-1)

Points	
40	High
20	Medium
0	Low

GOAL: Cost Effectiveness (15 points)

What is the cost per VMT reduction? (Factored 2015 ridership increase.)

Points	
15	Low cost/VMT reduced
8	Medium cost/VMT reduced
0	High cost/VMT reduced

Roadway Expansion

GOAL: Reduce Congestion (25 points)

(Project derives from CMS, consistent with 2015 per capita VMT targets)

1990 V/C Ratio (pm peak hr & direction)

Points	
15	>1.0
8	>0.9
0	<0.9

2015 V/C Ratio (pm peak hr & direction)

Points	
10	>1.0
5	>0.9
0	<0.9

GOAL: Enhance Safety (20 points)

Accident Rate per Vehicle Mile (Use 1990 ODOT Accident Rate Book); per vehicle for intersections.

Points	
20	>124% Statewide Median
10	100% Statewide Median
0	<100% Statewide Median

GOAL: Addresses 2040 Land Use Objectives (40 points)

See Funding Priority Matrix. (Attachment B-1)

GOAL: Provide Mobility at a Reasonable Cost (15 points)

Cost per VHD eliminated in 2015: $VHD = 2015 \text{ No-Build VHD} - \text{Build VHD}$

Points	
15	Top 1/3
8	Mid 1/3
0	Low 1/3

Roadway Reconstruction

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

1992 Condition: pavement base, etc.
from ODOT

2002 Condition: pavement, base, etc.
(without earlier improvement)

Points

15 Fair
8 Poor
0 Very Poor

Points

0 Fair
5 Poor
10 Very Poor

GOAL: Enhance Safety (20 points)

Accident Rate Per Vehicle Mile (Use 1990 ODOT Accident Rate Book)

Points

20 >124% Statewide Median
10 100% Statewide Median
0 <100% Statewide Median

GOAL: Addresses 2040 Land Use Objectives (40 points)

See Funding Priority Matrix. (Attachment B-1)

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost per year 2015 VMT (or VT at interchanges & intersections)

Cost/Year 2015 Vehicles or VMT

Intersections/Interchanges

Points

15 <\$.51 per vehicle
8 \$.51-.99 per vehicle
0 >\$1.00 per vehicle

Interstate Projects

Points

15 <\$.51 per vehicle
8 \$.51-.99 per vehicle
0 >\$1.00 per vehicle

Link Improvement

Points

15 <\$.33/VMT
8 \$.24-.99 VMT
0 >\$.99/VMT

• Note: Update to current costs or assign points for low medium and high cost.

Transit

GOAL: Increase Modal Share (35 points)

Formula:

Subtract

2015 transit target
- 1995 ridership

Multiply Remainder

x Percent attributed to project
x Average regional trip length
= VMT Reduction

Points

35 High VMT Reduction
17 Medium VMT Reduction
0 Low VMT Reduction

GOAL: Address 2040 Land Use Objectives (40 points)

See Funding Priority Matrix. (Attachment B-1)

GOAL: Provide Cost Effective Improvements (25 points)

Cost/New Ridership
(Factored 2015 ridership increase)

Points

25 Low Cost
12 Medium cost
0 High cost

Freight Intermodal

GOAL: Improves connectivity of the freight network (25 points)

Points

- 10 Completes link in freight network
- 10 Connects to intermodal facility
- 5 Connects to freight generation area

- Note: No passenger intermodal projects have been nominated to date. Draft criteria have been recommended by staff and would be refined and employed should such projects be nominated. The criteria are available for review at Metro Regional Center.

GOAL: Enhance Safety (20 points)

Points

- 8 Reduces conflicts for freight modes
- 8 Addresses hazardous road/rail geometric problem for truck/train
- 4 Addresses location with high accident rate

GOAL: Addresses 2040 Land Use Objectives (40 points)

See Funding Priority Matrix. (Attachment B-1)

GOAL: Provide Freight Mobility at Reasonable Cost (15 points)

Cost per VHD eliminated in 2015: Cost/Year 2015 (No-Build VHD - Build VHD)

Points

- 15 Low cost/VHD
- 8 Mid cost/VHD
- 0 High cost/VHD

TDM	
GOAL: Increase Modal Share (35 points)	
Mode share increase for (transit, bike, walk, shared-ride) or elimination of trip.	
Points	
35	High
17	Medium
0	Low
GOAL: Addresses 2040 Land Use Objectives (40 points)	
(See Funding Priority Matrix for specific land uses.) (Attachment B-1)	
Points	
40	Project is a regional strategy
GOAL: Cost Effectiveness (25 points)	
Cost/VMT reduced	
Points	
25	Low cost
13	Medium cost
0	High cost

2040 Transportation Prioritization Criteria

- I. Regional transportation funding should be targeted toward investments -- transportation facilities that support development of the land use components of the Region 2040 Growth Concept which are of the highest regional significance and are the most difficult to accomplish.
- A. High Priority Locations: Central City
Regional Centers Connected to Banfield, Westside and South/North LRT
Industrial Sanctuaries
- B. Medium Priority Locations: Regional Centers Not Connected to Banfield, Westside and South/North LRT
Town Centers
Bus Corridors
Main Streets
LRT Station Communities
"Inner" Neighborhoods
Type I
- C. Low Priority Locations: Mixed Use, Auto-Oriented
Employment Centers
"Outer" Neighborhoods
Type II
- II. Different types of transportation investments are needed to encourage development of the various 2040 land use components:
- A. Freeways, arterials and collectors throughout the region that are needed to serve traffic in excess of the VMT/capita reduction targets; higher priority should be placed on projects to and within the higher priority locations.
- B. Transit facilities needed to serve projected transit demand resulting from the 2040 land use pattern; higher priority should be placed on projects to and within higher priority locations.
- C. Regional bikeways needed to serve the targeted level of bike usage to and within the 2040 land use designations; higher priority should be placed on projects within higher priority locations.

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- D. Local streets needed to support higher density development and circulation within the higher density land use designations; high priority should be placed on projects within the Central City and Regional Centers; medium priority within Main Streets, Town Centers, LRT Station Communities, Bus Corridors and Type I "Inner" Neighborhoods.
- E. Local bikeways needed to serve the targeted level of bike usage within the higher density land use designations; high priority should be placed on projects within the Central City and Regional Centers; medium priority within Main Streets, Town Centers, LRT Station Communities, Bus Corridors and Type I "Inner" Neighborhoods.
- F. Sidewalks needed to support higher density development within the higher density land use designations; high priority should be placed on projects within the Central City, Regional Centers, Main Streets, Town Centers and LRT stations.

ACC:mk
2-15-95
2040TRCR.OL

2040 Transportation Prioritization Criteria

Project Types	Central Cities Regional Centers on LRT	Indus. Sanctuaries	Main Streets Town Centers LRT Stations Bus Corridors Reg. Ctrs. not on LRT	"Inner" Neighborhoods Type I	Mixed Employ. & "Outer" Neighborhoods Type II
Freeways Arterials & Collectors (to & within)	H	H	M	M	L
Transit Facilities (to & within)	H	L	M	M	L
Regional Bikeways (to & within)	H	M	M	M	L
Local Circ. Streets Bikeways (within)	H	L	M	M	L
Sidewalks (within)	H	L	H	M	L

High = 20 points
 Medium = 10 points (10)
 Low = 0 points

EXPANDED 2040 CONSIDERATIONS

2040 (25) Multi-modal (15) Congestion (25) Cost-Benefit (15) Safety (20) ↑ (1995 points)	1. Location	<ul style="list-style-type: none"> Central City, Regional Centers on LRT, Industrial Sanctuaries Regional Centers with no LRT, Station Communities, Town Centers, Main Streets Outer neighborhoods, Employment Areas 	Current points 20 or 10 or 0
	2. 2040 Target Density	<ul style="list-style-type: none"> 1992 Density 	1992 5
	1/3 } % ↑/↓ 1/3 } average 1/3 } present density	<ul style="list-style-type: none"> 2015 Density 	2015 5
	3. Connectivity	<ul style="list-style-type: none"> Access to (<i>delta of household access to total employment - '92/2015</i>) Access within (<i>per functional plan performance standard: ratio of local to regional traffic on regional facilities</i>) 	5
4. Street Design	<ul style="list-style-type: none"> TSM Treatment (<i>access control & consolidation, signal intertie/timing, channelization</i>) Multi-modal Boulevard Treatment (<i>pedestrian amenities, bikeway, transit amenities, etc.</i>) 	5	